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INTIMATIONS

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TIME-TABLE.

WEEK DAYS.

7.00 a.m.,	7.10 a.m.	
7.30 „ to	8.00 „ every 15 minutes	Stopping
8.00 „ „	8.20 „ „ 10 „	Stopping
	8.20 „	Non Stop
	8.37 „	Stopping
	8.47 „	Non Stop
	8.54 „	Stopping
	9.04 „	Non Stop
	9.11 „	Stopping
	9.20 „	Stopping
9.30 a.m. to	11.00 „ every 10 minutes	Stopping
11.20 „ „	12.30 p.m. „ 15 „	Stopping
	12.40 „	Non Stop
	12.47 „	Stopping
	12.57 „	Non Stop
	1.04 „	Stopping
	1.12 „	Non Stop
	1.20 „	Stopping
1.30 p.m. to	4.00 „ every 10 minutes	Stopping
4.10 „ to	4.30 „ „ 15 „	Stopping
4.30 „ to	6.30 „ „ 10 „	Stopping
	6.40 „	Non Stop
	6.47 „	Stopping
	6.57 „	Non Stop
	7.04 „	Stopping
	7.13 „	Non Stop
	7.20 „	Stopping
	7.30 „	Non Stop
	7.37 „	Stopping
	7.47 „	Non Stop
	7.54 „	Stopping
	8.03 „	Non Stop
	8.10 „	Stopping

SUNDAYS.

7.00 a.m.,	7.10 a.m.	
7.30 a.m. to	9.30 „ every 15 minutes	Stopping
9.30 „ „	11.00 „ „ 10 „	Stopping
11.15 „ „	12.00 noon „ 15 „	Stopping
1.00 noon	1.00 p.m. „ 10 „	Stopping
1.00 p.m.	2.30 „ „ 15 „	Stopping
2.30 „ „	4.30 „ „ 10 „	Stopping
4.30 „ „	5.31 „ „ 15 „	Stopping
5.30 „ „	6.30 „ „ 10 „	Stopping
	6.40 „	Non Stop
	6.47 „	Stopping
	6.57 „	Non Stop
	7.04 „	Stopping
	7.13 „	Non Stop
	7.20 „	Stopping
	7.30 „	Non Stop
	7.37 „	Stopping
	7.47 „	Non Stop
	7.54 „	Stopping
	8.03 „	Non Stop
	8.10 „	Stopping

SATURDAYS:
Extra Car—12 midnight.
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1.15 „ „ 11.45 „ „ 15 „ } Stopping

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Hongkong 1st June, 1923. [685

KOWLOON-CANTON RAILWAY.

TIME-TABLE.

	A.M.	A.M.	A.M.	A.M.	A.M.	NOON	P.M.	P.M.	P.M.	P.M.	P.M.
Kowloon .....dep.	6.41	7.10	8.35	9.15	10.28	12.00	1.18	2.52	4.34	5.27	7.09
Yaumati .....dep.	6.51	7.18	...	9.25	10.38	12.09	1.27	3.01	4.43	5.32	7.20
Shatin .....dep.	7.08	...	...	9.38	10.56	12.21	1.39	3.13	4.55	5.50	7.32
Taipo .....dep.	7.17	...	9.02	9.52	11.03	12.34	1.52	3.26	5.08	6.03	7.45
Taipo Market .. dep.	7.22	...	...	9.57	11.08	12.38	1.56	3.30	5.12	6.07	7.49
Fanling .....dep.	7.33	...	...	10.08	11.19	12.48	2.06	3.40	5.23	6.17	7.59
Sheung Shui ...dep.	7.38	...	9.13	10.13	11.23	12.52	2.10	3.44	5.27	6.21	8.03
Shum Chun .....arr.	7.44	...	9.19	10.19	11.29	12.58	2.16	3.50	5.33	6.27	8.09
Shek Lung .....arr.	...	...	...	2.22	...	4.38	...	...	...	...	...
Canton .....arr.	...	...	...	5.04	...	...	...	...	...	...	...

Sundays only. Sundays & Public Holidays only. Sundays & Public Holidays only.

	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.
Canton .....dep.	...	...	...	...	...	...	...	8.45	...	...	...
Shek Lung .....dep.	...	...	...	...	...	...	9.30	11.45	...	...	...
Shum Chun.....dep.	7.22	8.06	9.28	10.37	11.40	2.58	4.36	5.12	6.05	6.30	
Sheung Shui ...dep.	7.29	8.13	9.34	10.44	11.47	3.05	4.44	5.19	6.12	6.37	
Fanling ....dep.	7.33	8.18	9.38	10.48	11.51	3.10	4.49	5.23	6.17	6.41	
Taipo Market ...dep.	7.43	8.29	9.48	10.58	12.02	3.21	5.01	5.33	6.27	6.51	
Taipo .....dep.	7.47	8.34	10.12	11.03	12.07	3.27	5.08	5.37	6.31	6.55	
Shatin .....dep.	8.00	8.47	10.25	11.16	12.21	3.40	5.23	5.50	6.44	7.08	
Yaumati ..... dep.	7.27	8.14	8.59	10.38	11.28	12.34	3.53	5.37	6.02	6.56	7.20
Kowloon ....arr.	7.35	8.23	9.09	10.46	11.36	12.42	4.01	5.45	6.10	7.04	7.28

Sundays only. Sundays & Public Holidays only. Sundays & Public Holidays only.

SHA TAU KOK BRANCH.

	A.M.	A.M.	P.M.	P.M.		A.M.	A.M.	P.M.	P.M.
Fanling ...dep.	7.45	11.30	2.20	6.20	Shataukok..dep.	6.30	10.15	1.05	5.00
Shataukok ...arr.	8.40	12.25	3.15	7.15	Fanling ...arr.	7.25	11.10	2.00	5.55

Further information may be obtained at the RAILWAY OFFICES, KOWLOON, or from Messrs. THOS. COOK & SON, HONGKONG, or from THE AMERICAN EXPRESS COMPANY, HONGKONG.
53] ROBERT BAKER, Manager.

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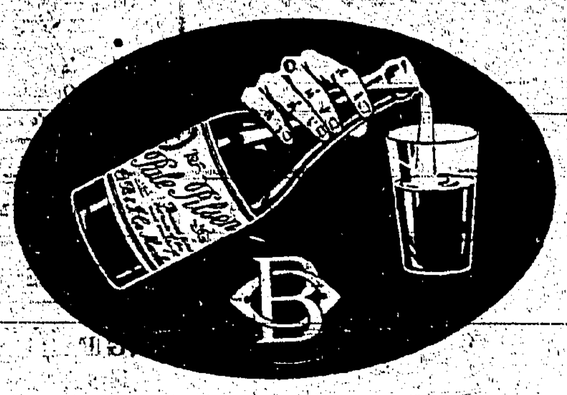

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SURREY FARM MYSTERY.

DREAM REVEALS TRAGEDY.

BODY FOUND IN A WELL.

The discovery of a body, since identified as that of a young man named George Eric Gordon Tombe, amidst the ruins of a burnt-out farm-house near Kenley-common, Surrey, was brought about by a dream. The story, though gruesome, is a fascinating one, inasmuch as outside the realms of fiction it is believed to be the first instance on record of a crime being revealed through so mysterious an agency.

It is more than a year ago since young Tombe disappeared, and although all efforts to trace him had failed, his parents, who now reside at Sydenham, have never given up hope of being able one day to clear up the mystery. So strong has been this belief that latterly it has influenced his mother's dreams, and she declares that in her unconscious hours she heard the voice of her son, himself unseen, calling to her. The words she heard were these: "Let me out; let me out." She felt that he was shut up somewhere, and could not get free. Her insistence that these dream whispers were in some way connected with her son's disappearance so impressed the police authorities that they were induced to take the matter up afresh, and, link and link, the grim tragedy has been pieced together until finally the decomposed body of Tombe was found in a disused cesspool on The Welcomes racing establishment, Kenley, on September 12th, after an exhaustive search by a number of detectives. It was known that at one time young Tombe was associated with a man named Ernest Dyer. He died by his own hand on November 16th last in a struggle with the police, who came to arrest him on a charge of fraud at a Scarborough hotel. It was generally believed that the two had some sort of working agreement to run The Welcombes as a racing stud, and before it was destroyed by fire in April, 1921, Tombe made frequent visits to the establishment from Dorking, where he was staying with his wife at a local hotel. Shortly after Tombe's mysterious disappearance in March, 1922, Dyer left the Kenley district, and it was not until the chance mention by a barber to the dead man's father a few weeks ago that Dyer had known his son that attention was again directed to The Welcomes. At one time the establishment was a prosperous training stable, with accommodation for twenty or thirty horses. To-day it is a mass of derelict masonry, overgrown with weeds and rank grasses.

SEARCHING THE RUINS.

The investigations were entrusted to Chief Superintendent Carlin, of Scotland Yard, with whom were Divisional Detective-Inspector Hedges and Detective-Sergeant Wale. It was ascertained that when the house was in occupation the surface water and stables drained into five cesspools, and it was on these that the police concentrated their search. The two receptacles nearest the house were first examined, but nothing was found which threw any light on the mystery of Tombe's disappearance. A third cesspool was then pointed out by a former employé at the establishment, near where the main stables formerly stood. The manhole had been covered with earth, and was overgrown with grass, but when this was removed it could be seen that the chamber was filled with water. After a few buckets of water had been baled away a man's foot could be seen, and as the gruesome task proceeded it became apparent that the body of a man had been forced head first through the manhole, and that all round it had been piled a quantity of rubble and loose bricks, no doubt taken from the debris of the stable wall close by. When all this had been removed it was possible to bring up the body. It was terribly decomposed, but the clothes were in a fair state of preservation, and from these and the gold wristlet watch, tie pin, and cuff links Mr. and Mrs. Tombe were afterwards able to identify the remains as those of their son.

A *post-mortem* examination of the body made it almost certain that Tombe was shot before being thrown into the cesspool.

From inquiries made by a representative of *The Daily Telegraph* it was gathered that Tombe had been trained as a motor engineer, and he and Dyer entered into partnership in several motor-engineering businesses in the West-end of London. Dyer, a race-horse trainer, purchased The Welcomes as racing stables from a Mr. Knight, whose ownership succeeded that of Mr. Percy Woodland. Tombe, it is understood, invested money in the stud enterprise, but did not take any active part in its management, confining his energies to the motor-engineering business. Dyer trained the horses on Kenley-common and adjoining land, and the business seems to have gone on without incident until April, 1921, when what was regarded at the time as "a very suspicious fire" took place. Owing to the circumstances in which the house was destroyed the insurance company declined to settle with Dyer, but apparently no move was made towards the bringing of a definite charge of incendiarism against him. Many stories are told at Kenley about Dyer and his racing friends. He was the son of a Brighton working-man, and after he left home seems to have had a somewhat adventurous career, described by the coroner at his inquest as "like sensational fiction."

COLLECTING THE EVIDENCE.

A remarkable interview, dealing with the events which led finally to the excavations at Kenley and the discovery of the body was given to a Press representative by the Rev. George Gordon Tombe and his wife at Sydenham. "By inquiries at a hairdresser's shop in the Haymarket, which our son used," said Mrs. Tombe, "my husband learned that he had not been there since March, 1922. My husband then asked the manager of the establishment if he knew anyone who would perhaps be able to give some information. The manager replied, 'Yes, I do, indeed,' and turned up an entry in his book which read, 'Ernest Dyer, introduced by Mr. Eric Gordon Tombe.' My husband said, 'Who is this Dyer?' and the manager replied that he was quite a notorious person, and seemed to have turned out rather badly. He added that Dyer had bought a house with part of his money at Kenley—a house called The Welcomes, and had set up training stables. After he had lived in that house for about twelve months (it was bought for something like £3,000 and insured for £12,000) it caught fire and was burned out, but the insurance company, not being satisfied, refused to pay the money. Since that time Dyer had lived in rooms over the stables. My son, we also learned, had been a frequent visitor there. Apparently he was a sleeping partner."

"I got into communication with some friends Dyer met at Euston," Mrs. Tombe went on. "They advised my husband to call upon the manager of Lloyds Bank in Bond-street, where they said they believed was a considerable sum of money in my son's name. My husband did so, and the manager told him that there was a sum of £1,350 standing to my son's credit and that he had been in twice to negotiate the transfer of this amount to Lloyds branch in Paris, saying that Dyer was to be joint owner of the account. The bank manager seemed to have been suspicious because he warned the people at the Paris bank not to negotiate this money unless my son was present in person. The money was drawn later on—we do not know the day—by Dyer in Paris. He impersonated my son. No trace has been found of my son having been in Paris during that year."

The father of the dead man then told of the further steps he had taken to clear up the mystery. When he became suspicious of foul play he visited all the establishments in London which he knew his son had been in the habit of patronising, and inquired when he had last called. Among a number of places the clergyman visited was a tailor's shop in Albemarle-street, and his suspicions were strengthened when he learnd that three or four suits which his son had left there before his disappearance remained unclaimed. These were clothes which he had intended to have taken with him on his trip to Paris. The distressed father also called at the offices of many of the London Newspapers, and consulted the files, and after reading of the event at Scarborough which caused Dyer's death, he communicated with the police there.

"It turns out," he said, "that my son's suitcase, passport, and other things were found in Dyer's possession after his death. The passport was in his pocket, and the suit-case and other things were in his room. At the suggestion of the Scarborough police, an officer from Scotland Yard was instructed to call upon me. I put the whole case before him. We discussed it thoroughly, and subsequently I wrote to the officer, saying that I thought Dyer had made away with my son at The Welcomes and buried him. I had heard that there was a pond there, and I insisted on that pond being dragged and a thorough search made."

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9.15 P.M.

JASCHA HEIFETZ.

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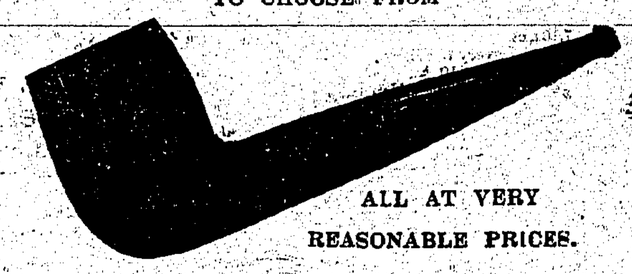

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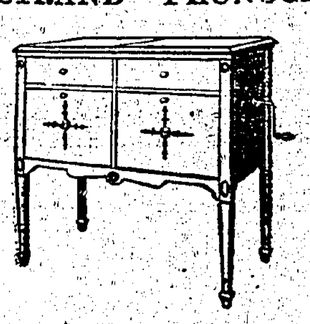
THE "STRAND" PHONOGRAPH.



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NOTICE.

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WINE & SPIRIT MERCHANTS,

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The Agency for this Old Established, and Well Known Firm has been transferred from CARTERS, to JAMES H. BACKHOUSE, LTD., No. 1A, Chater Road.

DEMPSEYS FIGHT WITH LUIS FIRPO.

TERRIFIC ENCOUNTER.

[FROM "THE DAILY TELEGRAPH'S" CORRESPONDENT.]

NEW YORK, September 18th.

Jack Dempsey successfully defended his title of the world's heavy-weight champion, scoring a clean-cut knock-out on Luis Firpo, the challenger from Argentina, in the second round. It was the most furious pugilistic encounter ever witnessed in the U.S.A. The championship hung on the slenderest thread towards the close of the first round when the giant South American, after being knocked down seven times, staggered to his feet and, lumbering forward, delivered a full, crushing right-arm swing on Dempsey's jaw which sent the champion clean through the ropes, sprawling on his back in the midst of telegraph instruments, type-writing machines, and newspaper reporters. It was a terrific, smashing punch that broke through Dempsey's guard as if it had been tissue paper and sent the champion toppling over like a ninepin. As Dempsey clambered back into the ring he was obviously dazed, and his lips twisted a wry smile. Experts agree that had Firpo possessed the speed and boxing skill to deliver another such blow which Dempsey's wide-open guard invited, the champion would have been put down and out for good. But the challenger, terribly punished himself, wasted his opportunity, and before he could reach his man Dempsey clinched, and when the gong ended the round Firpo's one great chance had gone.

I would pay a high tribute to Firpo's gameness in continuing the fight after he had been floored seven times in quick succession in the first round, and to Dempsey because he did not try to take advantage of his superior boxing skill, but rushed in fearlessly against his huge opponent and took sledge-hammer blows for an opportunity to hit back. From the start science was cast to the winds. The two men engaged in a furious slugging match, delivering man-killing blows with lightning-like rapidity, Firpo scowling and ponderous, swinging his terrible arms almost blindly.

DEMPSEY KNOCKED OUT OF RING.

The fight was but a few seconds old when Dempsey's famous left hook to the chin sent Firpo to his knees. Firpo retaliated with a right that dropped Dempsey momentarily, but the champion quickly recovered, and with vicious blows to the head and body brought Firpo down five times in rapid succession. Each time the South American struggled gamely to his feet and hurled himself at his opponent like an infuriated bull until he succeeded in knocking Dempsey clean out of the ring. The second round lasted 57sec. Firpo, with set face and fiery eyes, came rumbling in at Dempsey, but his terrible right was too slow to land, and Dempsey, mustering all his speed, agility, and rapid, accurate hitting, rained trip-hammer blows on Firpo's stomach, sending him reeling with a left to the jaw for a count of two. As Firpo slowly rose Dempsey was on him like a panther, and Firpo was crashed down again for a count of five. With a superhuman effort Firpo rose a third time, crumpled like a stricken ox. With a vicious left and right to the jaw he was laid prostrate on his back until counted out.

Against the all-round fighting efficiency of Dempsey Firpo made a great show of strength and courage, and lost. But he surprised the critics, who said he had no chance. The challenger took one of the most severe beatings ever administered to a heavyweight, and demonstrated that he possesses that lion-hearted courage that insists upon a battle to the death. Dempsey admits that he never faced a more hard-hitting or gamer opponent, and popular sentiment will support Firpo's claim that he has earned the right to another chance. In a year's time, when the South American becomes better schooled in the art of self-defence and has gained more prize-ring experience there will perhaps be a different story to tell.

The fight was fairly fought, in the opinion of most experts, despite a complaint that Dempsey ignored the referee's instructions by standing in a neutral corner when his opponent was down. There are also charges that Dempsey hit Firpo several times after the gong ended the first round, but this is attributed to the champion's dazed condition. These blows I saw, but they appeared to have little sting, and could have had no bearing on the final result.

The baseball ground, New York, where the fight was staged, was crowded to its utmost capacity. Eighty-six thousand persons were present. There was a liberal sprinkling of men and women prominent in American society and sporting, financial, and political circles. A mob several thousand strong were unable to secure admission, and attempted to rush the gates. The police were obliged to use their clubs to protect the entrances. Box-office receipts, officially announced, show that £254,000 was paid to see the fight. Dempsey's share, approximately, is £100,000, and Firpo's £32,400.

MR. HODGES ON LABOUR'S FUTURE.

Mr. Frank Hodges, secretary of the Miners' Federation of Great Britain, speaking at the Canadian National Exhibition, Toronto, on September 4th, said that another decade would see the Labour Party forces in charge of the Government of Great Britain.

He denied that this would mean extreme action, and said:—"The Labour Party will be as careful about guarding the essentials of the National constitution as any of the older parties."

WEATHER REPORT.

October 24th at 18.43:—Pressure has decreased very considerably at Chefoo; other changes are slight. The anticyclone is probably moving eastward.

Moderate to fresh monsoon will prevail along the China coast and over the northern portion of the China Sea.

Hongkong rainfall for the 24 hours ending at 18 hours, 24th October, 0.00 inch. Total since January 1st, 79.41 inches, against an average of 72.09 inches.

The forecast for the 24 hours ending at 18 hours, 25th Oct., is as follows:—

District	Forecast
Formosa Channel	N. winds, fresh.
Hongkong to Gap Rock	N.E. winds, moderate to fresh; cloudy, rain later.
South coast of China between Hongkong and Lamocks	do.
South coast of China between Hongkong and Hainan	do.

HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, October 24th.

	Previous Day at 2 p.m.	On Date at 8 a.m.	On Date at 2 p.m.
Barometer	30.01	30'3	29.90
Temperature	80	74	82
Humidity	77	91	71
Wind Direction	E	Calm	E
" Force	3	0	3
Weather	c	c	c
Rain	0.00	0.00	0.00

Highest open-air Temperature on 23rd ... 81
Lowest open-air Temperature on 24th ... 73

HONGKONG TIDE TABLE

From October 25th to 31st, 1923.

Days of Week	Days of Month	High Water. H'kong Standard Time.	High Water. Height.	Low Water. H'kong Standard Time.	Low Water. Height.
		h m.	ft. in	h m.	ft in
Thur.	25	m 10 12	6 1	m 3 46	3 5
		9 40 a	7 2	2 39 a	3 1
Fri.	26	m 10 49	5 8	m 4 22	2 3
		10 0 a	7 3	3 57 a	3 3
Sat.	27	m 11 22	5 5	m 4 59	2 2
		10 21 a	7 4	4 21 a	3 6
Sun.	28	m 11 53	5 3	m 5 38	2 3
		10 44 a	7 4	4 42 a	4 0
Mon.	29	0 40 a	4 9	m 6 20	2 4
		11 11 a	7 3	5 1 a	4 2
Tues.	30	1 52 a	4 7	m 7 8	2 5
		11 44 a	7 2	5 18 a	4 4
Wed.	31	4 4 a	4 7	m 8 7	2 6
				5 48 a	4 6

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Eye-sight Specialists.

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Hongkong.

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Do not supply Slippers and Chair, but They do supply a

GOOD SMOKE.

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" " 62½ Praya East.

KOWLOON DEPOT: 19, Canton Road.

CANTON: 19, Sharki Central East.

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ALL KINDS OF LADIES' FANCY GOODS

including Swatow Drawn Work, Canton Embroidery, Hand-made Laces, Ivory-ware, Beaded Works, etc., etc.

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PIANOS FOR SALE OR HIRE.

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Shawls, Hand-made Laces, Drawn and Embroidered Handkerchiefs, Beaded Articles and Necklaces.

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OCEAN-GOING TUGS, MOTOR BOATS (SEA OR RIVER)
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Latest Styles
WATER PROOF RAINCOATS
FOR
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WING ON'S
SALE ON.
Reductions
for 20 DAYS only
From
18th October to 6th November.

REUNION OF THE CHURCHES.

ORDINATION ISSUE.

REPLY TO ANGLICAN STATEMENT.

The Federal Council of the Free Churches opened its annual assembly the Kingsgate Baptist Church, Bloomsbury, on September 17th, and devoted the whole of the next day to the discussion of the memorandum on "the Status of th Existing Free Church Ministry," as presented on behalf of the Church of England representatives on the Joint Conference which met on July 6th last. This memorandum was not made public before this meeting. Its main points are quoted in the appended statement:—

The following resolutions have been passed *nem. con.* by the Federal Council in response to the memorandum:—

I.—The Federal Council concurs with its representatives on the Joint Conference in expressing cordial appreciation of the spirit in which this memorandum is conceived, and it has given to it respectful and careful consideration. Believing that a direct communication of this character from the Anglican representatives calls for and is entitled to some definite statement as to the attitude of the Free Churches in respect to it, the Council makes the following comments on its main positions:—

(1) We cordially welcome the crucial declaration that "the Ministries which we have in view in this memorandum—Ministries which imply a sincere intention to preach Christ's Word and administer the Sacraments as Christ has ordained, and to which authority so to do has been solemnly given by the Church concerned—are real Ministries of Christ's Word and Sacrament in the Universal Church." The Lambeth Appeal itself spoke in general terms of these Ministries as having "spiritual reality," and as having been "blessed and owned by the Holy Spirit as effective means of grace." It is now explicitly said of them (*a*) that they minister the gospel of Christ; (*b*) that they minister also the Sacraments; and (*c*) that they are within the universal or Catholic Church. If the recognition thus so unmistakably given in words were translated into unmistakable actions, a great and difficult problem in reunion would be within sight of practical solution.

THE ORDINATION QUESTION.

(2) We note, however, with regret that in the succeeding section of the memorandum not only is this recognition not followed by recommendations for appropriate action, but the plan contemplated and required for the exercise of a full ministry within the Anglican Church is precisely that plan which would be followed and which is followed in the case of persons possessing no kind of ministry—namely, episcopal ordination. This means that what has just been conceded in the most satisfactory language is not to be given effect to in practice. Any question, either on the part of the Anglican Church or on that of the Free Churches, of "irregular" or of what may be regarded as "defective" denominational commission is quite a different matter, to be dealt with in its own proper way; but that way certainly is not ordination to the ministry of Word and Sacraments in the Church of Christ of a man already acknowledged to be in that ministry.

All this seems to us manifest and even axiomatic; and we are unable to believe that the position which at one moment acknowledges that Free Church ministries are "real ministries of Christ's Word and Sacraments in the universal Church," and at the next requires, nevertheless, that those in them must be ordained to the ministry of that very Word of Christ and those very Sacraments of Christ—that such a position will be found one on which our Anglican brethren, with consistency of thinking and acting, can permanently stand.

(3) We turn to the grounds of this insistence on episcopal ordination and we are referred to the preface attached to the Ordinal in 1661, which laid it down that "no man shall be accounted or taken to be a lawful Bishop, priest, or deacon in the Church of England or suffered to execute any of the said functions except he be called, tried, examined, and admitted thereunto according to the form hereafter following, or hath had formerly episcopal consecration or ordination." We remark that this drastic rule, which applies to "any of the said functions," is not strictly obeyed by the Church of England to-day as regards the function of preaching; and the Lambeth Conference of 1920, as the present memorandum reminds us, expressly countenances this exception in certain circumstances.

This is but one indication that we are dealing to-day, not with the Anglicanism of the Restoration, which deliberately desired to exclude Nonconformists and which penalized them, but with the Anglicanism of the Lambeth appeal, which earnestly seeks reunion and which approaches Nonconformity with friendship. But we should do injustice to our Anglican brethren who present this memorandum if we suggested that they grounded themselves merely on a clause from a preface inserted at a time more marked by controversy than by charity. They say that this preface "embodies principles to which the Anglican Church has throughout its history adhered."

We submit that this is hardly accurate historically. It is well known up to the time of this deliberately exclusive preface, there were ministering in the cures of the Church of England "many"—it is Bishop Cosin's reckoning—who had not received episcopal ordination and whom the bishops did not re-ordain. We do not magnify these cases, which were, we admit, exceptional. But if the Church of England in the seventeenth century could receive ministers from certain reformed churches without episcopal ordination and yet did not thereby lose its catholic identity, when it could and can, so far as principle goes, in the twentieth century admit, by some method other than ordination, those whom, despite their not having had episcopal hands laid upon them, it has just formally and fully recognized as being really in the ministry of Christ's Word and Sacraments in the Universal Church. It could do it so far as any "principles to which the Anglican Church has throughout its history adhered" are concerned. We ask no immediate or premature answer. We believe that God's guidance of us all in this matter has not ended, and that the last word on it has not been said on either side. We feel deeply that this age-long and difficult problem can be solved only by some great and worthy act, inspired by courage and vision, in which men and churches are willing to take their lives in their hands for the sake of the realization of a great ideal.

CLOSE TO CRUCIAL ISSUES.

II.—The Federal Council makes the above comments on the memorandum which it has received in an entirely conciliatory spirit towards what it recognizes to be a friendly as well as a sincere statement. In the interests of union, the representatives of the Free Churches have endeavoured to meet their Anglican brethren at every point so far as they could do so without sacrifice of vital principle. The question of ordination is the place where we look to the Anglican Church to meet their Free Church brethren. The Council has felt that, after three years of fruitful conference, it could express its mind on this subject, as it has done, with perfect frankness. The movement towards reunion has now passed the stage when it can be dealt with simply by discussion; we have come close to the crucial issues, and must deal with them—with clearness, courage, and charity.

III.—The Council adds that the recognition of Free Church ministries given in the memorandum which it has considered enforces the contention, which the Council has more than once emphasized, that the deliberations over union in conferences and committees should be accompanied by practical action. Since Anglican clergy and Free Church ministers are in the one universal church, and are ministering the same Word and the same Sacraments, then, surely, there should be more of fellowship and co-operation than there is, even though the final difficulty about ordination be not yet surmounted. The Council feels the union movement cannot, especially in the minds of the people, live entirely on private conferences and their reports; and it renews its declaration of last year that "the discussion of union should be increasingly accompanied by acts of unity between the churches." It heartily welcomes the references to this towards the close of the memorandum. And in this connection it notes with warm appreciation the visits of the two Archbishops and some of the Bishops to the Free Church Assemblies, and the presence of a number of Free Church preachers in cathedral and other Anglican pulpits.

IV.—The Council recognizes with deep gratitude the guidance and blessing of God in the course which the conferences have taken and the spirit by which they have been moulded. The way of reunion is not yet clear to anyone of us. It is our part to seek a fuller understanding of one another in further conference and common prayer, believing that God's way will be revealed to us.

The Council reappointed its committee, and instructed it to confer further on the matters above mentioned, and also on questions still outstanding of those remitted last year.

"WETS" AND "DRYS" IN SCOTLAND.

400 SPEAKERS READY FOR WINTER BATTLE.

Scotland last month was preparing for the second big fight between the "Wets" and the "Drys."

Every three years under the Temperance (Scotland) Act, 1913, elections may be demanded at which voters can decide whether their respective districts shall go "dry," remain "wet," or have a reduced number of shops with liquor licences.

The first local veto elections were held in 1920. They resulted in prohibition being imposed in 42 areas, limitations being enforced in 35 areas, and 495 areas remaining "wet." In addition no poll was demanded in 335 areas.

In the majority of towns the elections will be held this year on December 4th, although in some parts of the country polling will take place on various dates in November. The country districts will not poll until 1925, when the county council elections will be held.

In December all municipal wards in which "wets" at the last election sustained partial or complete defeat, will be fought. If the "wets" win them and satisfactory applicants come before the licensing court for establishments in these areas, they are entitled to the grant of licences up to the total originally lost.

Requisition forms demanding a poll in December had to be returned by Sept. 29th. It is expected that there will be polling in the 34 wards of Glasgow.

Already there were 400 names on the list of speakers on behalf of the Temperance Party campaign. There will also be processions, sermons in hundreds of churches, and a large number of demonstrations calling for a "dry" Scotland.

Both "wets" and "drys" are running their own campaign magazines.

COMPETITION IN WOOL TRADE

DEPUTATION TO THE BOARD OF TRADE.

A deputation from the Bradford and District Manufacturers' Federation put before the Board of Trade on September 17th the present serious condition of the wool textile industry owing to competition from foreign countries with depreciated currencies.

[The Bradford Chamber of Commerce the previous week decided by nine votes to six to apply for protection under the Safeguarding for Industries Act against foreign competition in the wool trade.]

Mr. Ernest H. Gates, Vice-President of the Federation, led the deputation.

The proceedings were private, but a Press Association representative was informed that in putting the case for the deputation, Mr. E. H. Gates gave some remarkable figures as to the growth of unemployment in the West Riding of Yorkshire owing to the intense foreign competition experienced during the last few months. He stated that that week a certain firm of wool-combers had put their workpeople on short time, this being the first occasion that it had happened in the history of the firm for forty years. In the Shipley district alone, a comparatively small one, there were 2,000 unemployed, and during the past month Trade Union benefit figures, which did not come within the purview of Government relief figures, showed a 40 per cent. increase in short time among spinners and weavers in Bradford and district.

There was no doubt about the cause of this severe depression. It was due to the competition of goods from foreign countries whose currencies had seriously depreciated, and thus had enabled them to undercut British manufacturers. At the present day foreign firms were booking orders in the home market for the spring trade. The fabrics that would be supplied for these orders would, of course, not be up to the same quality as English cloth, and yet they would prevent orders being given to English manufacturers. Some people, he said, while admitting the serious position of affairs, had been advising West Riding manufacturers to turn to the export trade for relief. Such people, it was charitable to suppose, were entirely ignorant of the tremendous risks that the West Riding had already undertaken in giving credit to foreign firms. An extremely adventurous policy had been pursued in this regard with the main object of trying to keep their workpeople in employment and their mills running.

MATTERS BEFORE THE CABINET.

Sir Sidney Chapman, on behalf of the Board of Trade, replied sympathetically to the case put before him, and said that the matter had been already brought before the Cabinet. What they were asked to do was to set up a Committee under the Safeguarding of Industries Act with a view to the imposition of a counter-vailing duty on imports from foreign countries with depreciated currencies. What he asked the deputation to consider was that if the Committee were set up there would be a certain lapse of time during its deliberations, and any recommendation which it came to would have to be put before the House of Commons. Only a resolution of the House of Commons could validate a duty. That section of the Safeguarding of Industries Act which they wished to invoke would expire in August, 1924. Would not the effect of moving in the matter mean that there would be a great rush of imports now, and before the machinery of the Act could be set properly in motion the Act would be almost due to expire?

Mr. Gates, in reply, pointed out that from his practical experience of the trade, the effect of an announcement that the Board of Trade was going to move would be to restore confidence in the British manufacturer. If an announcement were made to-day Bradford would be busy to-morrow in a new atmosphere of confidence.

After some general discussion Sir Sydney Chapman said that a committee had been already set up under Sir George Barnes to inquire into the general effect on industry of depreciated currencies. He admitted that he was very much impressed by the documental evidence which had been put before him as to the loss of orders by Yorkshire manufacturers.

Later the following agreed statement was issued:—

"The whole position of the woollen and worsted industry is receiving the very careful consideration of the Board of Trade, who have asked for the fullest information with a view to an early report to the Cabinet, which has before it the serious condition of the industry as part of the general industrial situation of the country and the steps which can be taken by the Government to remedy it so far as possible."

QUEEN OF HOLLAND'S GENEROUS ACT.

Queen Wilhelmina has written to the Minister of Finance informing him that if the salaries of State officials are to be reduced in 1924 she will relinquish a part—proportionate to such reduction—of the annual Royal revenue derived from the Treasury in accordance with the Constitution. The Queen Mother has addressed a letter in similar terms to the Finance Minister.

COMMERCIAL.

SAIGON RICE MARKET.

The Compagnie de Commerce et de Navigation d'Extrême Orient, in their report dated Saigon, October 8th, states:

There is important change to record in our market. Notwithstanding the lack of business, prices remain about the same.

The total amount of rice exported from January 1st to September 24th, 1923, is 960,692 tons against 868,310 tons in 1922.

We quote to-day:—White Saigon rice, No. 2 sifted, Japan quality, Hongkong $6.45 per picul, f.o.b. Saigon, for October/November shipment.

HONGKONG YARN MARKET.

Messrs. Polishwalla and Kotwall, cotton and yarn brokers of Hongkong, in their latest trade circular say:—

The improvement noted in the latter part of the period covered by our last circular on September 26th made further progress in the interval under review.

Influenced by the American market, where Raw Cotton has made a further substantial advance, and a broadening of the demand for Yunnan, our market displayed a firmness and activity which it has not known for a long time past, and we have to record an advance in values of $5 to $13 per bale, with a strong tone at the close.

Bombay, Shanghai and Japan have been equally responsive to the influences noted above, reports from these centres indicating a general advance all round.

Total sales, 7,700 bales. Unsold stock, 5,000 bales. Bargains in Chinese hands spot and to arrive 8,000 bales.

Japanese Yarn.—Locally, Japanese yarn has again come to the fore and has fully shared in the general advance, stocks of this yarn are quite small here.

Raw Cotton.—Market has remained very firm in this staple commodity. No stocks.

THE BOON OF WIRELESS.

EXPLORERS ENJOY NEWS AND MUSIC.

It is an immense and almost unbelievable triumph of science that explorers in the Arctic wastes should have the solitude and dreariness of their lives brightened by news items and musical selections broadcasted from England. Yet this has happened. The claim to be the first explorers in these regions to "listen in" is made by the Merton College (Oxford) Arctic expedition, which set out under the leadership of Mr. F. G. Binney in the expedition ship *Terningen* to carry out survey work in the regions of the ice-capped island of North-East Land and Spitzbergen.

In a wireless message which has been sent to the Central News, *viâ* Tromsø, Mr. Binney says:—

"Last week (undated) we had a real treat. After the day's work we 'listened in' on the wireless, and to our intense joy, here amid the eternal ice and snow, were able to hear the British broadcast operating.

"We could scarcely believe our ears when through the head-pieces we heard an English voice speaking, and then followed a few news items and musical selections. Of course, at this distance away, the sounds were somewhat faint, but nevertheless, reasonably clear and welcome. It brought home nearer. We can claim rightly to be the first explorers in Arctic regions to 'listen in' to news and musical items broadcasted from home.

"We are all in the best health, and everything goes well. Have any of our wireless messages been picked up? They should be heard, especially by 'listeners in' in Scotland, between 9 and 10 p.m. (Greenwich mean time). We are sending them with the call signal 'R.N.R.' and the wave-length 440 meters."

CALICO PRINTERS' VIEWS.

"NO HOPE FROM TARIFFS."

The President of the Calico Printers' Association, speaking at the twenty-fourth annual meeting of that organization in Manchester on September 19th, declared that the world competition was steadily increasing and that we could never again expect to hold monopolies as in the past. He mentioned the cotton trade as a case in point and said that experts had reported that the mills and works in Germany had had enormous sums spent on them to bring their productive capacity up to the highest pitch, and that the Germans were ready to compete successfully as soon as the French occupation of the Ruhr was ended. In Italy, Poland, Czecho-Slovakia, and in the smaller central European states, cotton manufacturers were not only securing their home markets but were extending their export business. The only hope for Lancashire lay in improving the quality and reducing the cost of production. The British cotton industry had nothing whatever to gain from any system of tariffs.

256 MILES AN HOUR.

A new high speed performance was registered on September 18th by Lieutenant A. Williams at Manoola, New York, when in a Curtiss Navy racing aeroplane he averaged 247.5 miles an hour in four flights over a one kilometre course. In one trial, flying with the wind, he reached the speed of 286 miles an hour.

SPORT.

CRICKET.

QUEEN'S COLLEGE v. THE R.G.A.

A friendly match between the Queen's College and the R.G.A. was played on the Indian Recreation Club ground at Soukunpoo, yesterday afternoon. The match had a very exciting finish, the Garrison men winning by the narrow margin of one run. The gunners had first knock and put up a good all round score of 152, Master-Gunner Rough being top scorer with 37. The College replied with 151, which included a very fine 52 by F. M. el Arculli. He scored freely all round the wicket and found the boundary eight times. He also bowled well and secured six wickets for 37, which was the best average of the match.

Scores:—

THE R.G.A.

Sergt. Stevens, b A. H. Madar	11
Gnr. Davis, c and b F. M. el Arculli	18
Sergt. Holloway, b F. M. el Arculli	0
Mr.-Gnr. Rough, b F. M. el Arculli	37
Lieut. Fendall, run out	31
Lieut. Parkes, b F. M. el Arculli	0
Capt. Barrett, b F. M. el Arculli	5
Sergt.-Major Williams, not out	20
Gnr. Morris, c and b M. P. Madar	3
Bdr. Taylor, b A. H. Madar	10
Gnr. Fuller, b F. M. el Arculli	1
Extras	17
Total	152

Bowling Analysis.

	O.	M.	R.	W.
A. H. Madar	9	0	51	2
F. M. el Arculli	9	1	37	6
A. R. Mirza	4	0	20	0
M. P. Madar	6	0	31	1

QUEEN'S COLLEGE.

S. A. Ismail, b Lieut. Fendall	0
M. P. Madar, c Taylor, b Lieut. Fendall	16
A. H. Madar, b Davis	12
O. Rumjahn, c Capt. Barratt, b Lieut. Fendall	0
F. M. el Arculli, c Lieut. Parkes, b Holloway	52
A. R. Mirza, b Lieut. Fendall	23
E. el Arculli, c Williams, b Holloway	11
S. A. R. Bux, c Williams, b Fendall	3
M. Hassan, b Lieut. Fendall	0
F. B. Gross, run out	8
N. Ali, not out	0
Extras	17
Total	151

Bowling Analysis.

	O.	M.	R.	W.
Lieut. Fendall	13	3	51	6
Mr.-Gnr. Rough	9	1	39	0
Gr. Davis	5	0	29	1
Sergt. Holloway	6	1	16	2

H.K.C.C. 1st XI. v. NAVY (F).

The following team will represent the H.K.C.C. on Saturday on their own ground versus The Navy (F) at 2.15 p.m. punctually:—E. J. R. Mitchell (capt.), R. E. A. Webster, A. L. Gace, A. C. Bowker, E. G. Lammert, G. R. More, G. H. Piercy, E. G. England, H. E. Hollands, A. V. T. Dean and J. N. Owen.

H.K.C.C. 2ND XI. v. R.A.M.C. (2).

In this match at Happy Valley on Saturday at 2.15 p.m., the Hongkong C.C. team will be composed of L. D. McNicoll (capt.), J. P. Bridger, C. V. Mark, L. G. Johnson, D. E. G. Nicholson, D. B. Peat, D. H. F. McMaster, D. Reid, G. W. Sewell, E. C. Hagen and A. Stevens.

CIVIL SERVICE 1ST XI. v. C.R.C.

LEAGUE MATCHES.

The following will represent the Civil Service C.C. on their own ground at 2.15 p.m., on Saturday:—A. E. Wood (capt.), G. R. Sayer, F. J. de Rome, A. R. Sutherland, F. J. Ling, T. H. B. Nihill, F. Holdman, F. Baker, R. C. Witchell, W. H. Edmonds, and P. T. Lamble.

THE GOLF CHAMPIONSHIP DRAW.

The golf championship of the Colony is to be played off next month at Fanling. The first, second, third rounds and semi-finals are to be played off by the 11th November over eighteen holes, and the final on the 18th November over 36 holes. The draw for the first round was made on Tuesday night and is as follows:—

Byes:—
A. B. Stewart *v.* R. L. Moncrieff.
R. M. Smith *v.* Major Gandy.

1st round:—
Shewan *v.* C. Bulmer Johnson.
R. A. Camidge *v.* A. H. Ferguson.
J. W. Franks *v.* Col. Hill.
H. R. Buckland *v.* Douglas.
F. Davidson *v.* H. S. Bennett.
G. S. Archbutt *v.* H. U. Ireland.
J. B. Ross *v.* Capt. Bloxham.

Byes:—
C. C. Stark *v.* the winners of Ross and Bloxham.
J. E. Warner *v.* Galloway.
Capt. Bacon *v.* F. J. de Rome.

HOCKEY.

The Hongkong Hockey Club has invited the Shanghai Hockey Club to send down a team during the present season to play an interport match in Hongkong. The subject is to be considered at the Club and Hockey Association meeting in Shanghai to be held this week.

CRIMINAL SESSIONS.

[BEFORE THE CHIEF JUSTICE (SIR WILLIAM REES-DAVIES).]

PRISONER DISCHARGED.

Tang Ming Leung was indicted for the alleged manslaughter of a woman named Lai U.

The Attorney-General (the Hon. Mr. J. H. Kemp, K.C.) outlined the case for the Crown. He remarked that in his opinion many of these street accidents were caused by presumption on the part of the motor-car driver that the other party will do the correct thing. The driver was apt, too, to cut things too fine, and this was what the defendant had done in this particular case. The prisoner thought he could pass the woman, but finally found he had not the room. The deceased was helping to push a truck, loaded with bamboos, along the Praya East in a westerly direction, and on her correct side of the road. A four-ton Sandford lorry belonging to the Kwong Sang Hong scent factory was following on behind, and driven by the prisoner. A tram-car was approaching from the opposite direction, and what must have happened was that the lorry endeavoured to overtake the truck, and in doing so struck the truck, knocked over the woman, and ran over her. There was plenty of road space for the defendant, and in view of this fact there was obvious negligence on the part of the prisoner. The evidence would show that he failed to take reasonable care, and was therefore guilty of manslaughter. He had only had his licence about a fortnight, and in the opinion of the Attorney-General it was rather dangerous to put him in charge of a large lorry like this at all so soon.

The Attorney-General explained the accident to the Jury with the aid of models and plans.

Defendant pleaded that the accident was the woman's own fault as she failed to look where she was going.

The Jury brought in a verdict of not guilty and the accused was discharged.

"CAT" FOR A RUFFIAN.

TWO PORTUGUESE COMMENDED FOR CAPTURING THE PRISONER.

His Lordship passed sentence of three years' hard labour and 12 strokes of the "cat" on a man who was charged with being concerned in a robbery by two or more.

The Crown Solicitor (Mr. H. K. Holmes) told the Court that an old lady and her nephew were walking in Nathan Road, near the Portuguese Club, at 11 o'clock on the night of September 24th, when they met three men. The old lady and her nephew had pepper thrown in their eyes and were pressed to the ground. Their cries attracted the attention of two Portuguese gentlemen—Mr. Ribeiro and Mr. Assumpcao—who were leaving their club. The old lady's assailants, seeing the Portuguese coming, bolted. However, Mr. Ribeiro succeeded in knocking down one of them—the accused—who was shortly afterwards handed over to the police.

His Lordship congratulated Mr. Ribeiro and Mr. Assumpcao on securing the accused. He thought it desirable on behalf of the community, he said, to express appreciation of the action they took.

AN UNUSUAL TRESPASS.

BUILT CONCRETE HOUSES ON CROWN LAND WITHOUT PERMISSION.

Mr. A. J. Burford, land bailiff at the Land Office, prosecuted five Chinese women, at the Magistracy, yesterday morning, for trespassing on Crown land.

Mr. Burford told Mr. Melbourne that the defendants were the occupants of six Chinese houses which had been built on Crown land without permission of the Government. These houses, he pointed out, were not temporary structures but built of concrete and must in each case have cost something like $1,000 to build. They were built at Shek Sang village, right in the track of the new Kowloon City Road.

The women pleaded ignorance of the law.

Mr. Burford went on to say that he had visited the district several times recently and had warned the people against building without permission. On one occasion he went so far as to clear off the workmen. He added that he did not think the women were really responsible for the offence, but that they were backed up by others, probably the contractors.

The Magistrate fined the defendants $5 each and ordered the houses to be pulled down within three weeks.

THE VICIOUS "RING."

SERIOUS CHARGE AGAINST A CONSTABLE DISMISSED.

A Chinese constable, attached to the Water Police, was charged before Mr. Wood, at the Magistracy, yesterday, with receiving a bribe at Yaumati.

Inspector Lanigan said that at 3.45 p.m. on the previous day a Chinese constable on duty saw the defendant talking to a woman in an alley-way at the back of the market. He saw the woman hand something to the defendant. After the defendant had walked away the constable walked up to the woman and asked what had happened. The woman said she had been hawking vegetables and the defendant had accepted a bribe of 40 cents from her.

Evidence was given by two constables and the woman.

The Magistrate said he did not believe the evidence. He thought the case had been brought because the defendant did not belong to their ring. To bolster up a case against the constable they had procured the woman to give evidence for them.

AN INDIAN'S BEVERAGE.

GIN FROM MACAO.

An Indian constable, named Sunder Singh, No. B172, was charged at the Magistracy, before Mr. Melbourne, yesterday, with having one bottle of gin in his possession on which duty had not been paid.

The constable admitted possession but said he did not know that duty had not been paid on it.

In reply to further questions by the Magistrate he said the gin was given to him by a watchman named Chanda Singh employed on one of the Canton-Macao steamers, the s.s. *Chuen Chau*.

Sub-Inspector Macdonald said a Chinese Revenue Officer saw the defendant leave the Canton wharf pushing something under his coat. As soon as the defendant saw the Revenue Officer he tried to get rid of the bottle.

Revenue Officer Grimmett said it was quite possible the defendant did not know that duty had not been paid on the bottle. The watchmen on these steamers were the men responsible for all this smuggling. They were not pressing the case against the policeman.

The Magistrate: I suppose these Indians like gin!

R.O. Grimmett (holding up the bottle): This is the only gin they drink. Naturally as soon as he was seen he would try and dispose of the bottle.

The Magistrate: Oh, yes, he would probably think: "I am in the Police Force and if I am caught with this bottle of gin in my possession it will be a serious matter for me."

The Magistrate decided to discharge the defendant and told him that he would have to be more careful in future. The bottle of gin was confiscated.

DEATH PENALTY WANTED FOR RUSSIAN CRIMINALS.

The Ministry of Justice, the Peking *Daily News* says, has petitioned the Government to sanction the restoration of death punishment for criminals belonging to nations that do not possess consular jurisdiction in China. The Chinese Government had, in the 9th year of the Republic, adopted a modified criminal code for nationals of countries that do not enjoy extraterritorial rights. That code provided for the substitute of life imprisonment for death punishment in cases where the latter punishment had been abolished in countries to which the criminals belonged.

According to reports submitted by the high judicial courts in the Eastern Provinces, the non-infliction of death punishment on the Russians there has greatly encouraged outlawry and disturbances among the Russian residents. Thousands of Russian criminals have found shelter in the districts. Murder and robbery have become daily occurrences. In some cases the criminals even dared to resist arrest. Not only the Chinese but also the law-abiding Russians have complained about the violent criminal deeds committed by the undesirable immigrants. The Russian Government has restored the death penalty. The Ministry is of the opinion that the restoration of capital punishment will have a preventive influence on alien criminals in these provinces.

DISCOVERY OF WONDERFUL CHINESE ANTIQUITIES.

"FIND" AS IMPORTANT AS THAT OF TUTANKHAMEN'S TOMB.

TREASURES OF THE CHOU DYNASTY.

In the early part of August news reached us, says the *Shanghai Mercury*, of what one leading authority in Shanghai believes to be one of the most important archaeological finds ever unearthed in China. This was the discovery of a great hoard of bronzes at Sincheng, which is about 225 li south of the important junction city of Chengchow, Honan Province. So far, only very meagre accounts of the find have been received. Mr. C. W. Bishop, an eminent archaeologist, now Curator of the famous Freer Gallery of Art, Washington, D.C., happened to be in Peking at the time and, learning of the discovery, hurried to the scene. But it appears that he was not in time to see the actual taking out of the objects from the place of burial.

When seen on the subject, Mr. P. J. Bahr, a well-known connoisseur and a leading authority on Chinese ceramic art, was most emphatic in his estimation of the vast importance of the discovery.

"It would be of great scientific value to have a description of the site, with measurements of the pit, etc., as well as of the different objects in the vault," was one of the first things mentioned by Mr. Bahr.

"It may be news to many," he continued, "but we have not a single account so far, of the actual excavation of an early Chinese tomb. We shall have to wait patiently for a full report on the objects and the tomb, as has been promised by Mr. Bishop and his trained assistants. It can with safety be recorded that this find is as important, if not more so, than the recent discovery of Tutankhamen's tomb in Egypt, as, after all, Egyptian art is already so well known, and we are in possession of prototypes of most of the objects of those periods. From every indication I should say that this Sincheng 'find' points to the exhumation of the burial place of a Chou dynasty *Wang*, 1122-255, B.C., as the whole of the province of Honan has been a historical site in the early periods of Chinese history; and this point will be elucidated by the inscription of a bronze specimen. We are told that there are 92 large sacrificial vessels and over 200 smaller specimens and fragmentary pieces; the outstanding one seems to be a very large bronze receptacle (no measurements given) with a human body and the head of a mythical animal forming the cover. This is an unknown type and will prove to be absolutely unique. In this connection, it may be stated that the human form has not been seen depicted in specimens of the early part of the Chou dynasty; the earliest specimen of Chinese art so far known with a human representation is the well-known "Tiger-vessel" in the Sumitomo collection in Osaka, Japan. This is a bronze kettle or *yu* shaped into the figure of a tigress suckling a human child, probably late Chou or early Han dynasty. It is greatly to be regretted that the excavation was not carried out on scientific lines and a unique opportunity has been lost to the scientific world. It will be of value to know if any of the bronze vessels held grain or other cereals, as this is a point archaeologists are investigating in connection with Chou dynasty burial customs. It is to be hoped that this great find will be well cared for and suitably housed, and go towards forming the nucleus for a great archaeological museum in China."

TRADE IN THE EAST.

AN AMERICAN VIEW.

"There is greater prosperity and a better outlook in the Philippines at the present time than in any other country in the Orient," said Kilmer O. Moe in his address to the American Chamber of Commerce at Manila last week.

"Here in the Philippines we see none of the poverty and misery that is the common lot of the vast majority of people in the other countries of the Orient. At the present time things are especially bad. The collapse of Europe as a purchaser means that their market is shot to pieces. Naturally every one of them is looking with hopeful eyes toward America.

"In the American market, which is practically the only one for the Orient now, the Philippines enjoy an immense advantage, that of a protective tariff. This means that other countries must somehow, either by cheaper labour or by cheaper materials, overcome that advantage before they can begin to compete with Philippine products.

"American failure in the Orient, both in business and in government can practically all be traced to one thing, inexperience. For twenty-five years we have been trying to change the East in both, and so far we have not made much success in either. American generosity as a colonial power is without a parallel in history. We are an outstanding menace to other colonial powers, in that if our experiment here succeeds, they will be forced to do likewise."

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Optional Cargo will be forwarded on unless intimation is received from the Consignees before NOON, TO-DAY, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after the 30th instant, at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 3rd November, 1923, or they will not be recognised.

All damaged packages will be examined on Tuesday, the 30th instant, at 10 a.m., by Messrs. Goddard & Douglas.

No Fire Insurance has been effected.

R. BODENFUSER,
Acting Agent.

Hongkong, 24th October, 1923. [1469

LOYAL ORANGE LODGE, No. 802.

HOLD their MONTHLY MEETINGS at the UNION CHURCH HALL, Kennedy Road, the FIRST MONDAY in Each Month.

PRECEPTORY.

The Imperial Grand Black Chapter of the British Commonwealth, No. 801, EASTERN STAR, hold their Meetings at the same Hall the SECOND MONDAY of Each Month.

Anyone interested should apply at the above Hall. [1401

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No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 27th Oct., will be subject to rent.

All claims against the steamer must be presented to the Undersigned on or before the 10th Nov., or they will not be recognised.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 27th Oct., at 10 A.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

GIBB, LIVINGSTON & CO., LTD.,
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Hongkong, 20th October, 1923. [1452

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INTIMATIONS

NOTICE OF REMOVAL.

THE Offices of the "HONGKONG DAILY PRESS" have been removed to 1A, CHATER ROAD (3rd floor), to which Address all Correspondence should be directed.

Hongkong, 16th July, 1923.

NOTICE.

WE have THIS DAY appointed Mr. IU-SAI YOUNG to be our Manager.

R. H. KOTEWALL & CO.

Hongkong, 22nd October, 1923. [1461

HONGKONG BOXING ASSOCIATION.

NOTICE IS HEREBY GIVEN that the FOURTH ANNUAL GENERAL MEETING of THE HONGKONG BOXING ASSOCIATION will be held at Messrs. JARDINE, MATHESON & Co., LTD.'s Board Room on TUESDAY, THE 30TH DAY OF OCTOBER, 1923, at 5.15 P.M., for the following purposes:—

1.—To receive the General Committee's Report and Statement of Accounts for the year, ending the 30th day of June, 1923.
2.—To elect a Chairman, Vice-Chairman, Official Referee, Manager, Secretary and Treasurer, and The General Committee for the year 1923-1924.
3.—To appoint an Auditor.

By Order of the General Committee,
GEORGE G. N. TINSON,
Hon. Secretary & Treasurer.

Hongkong, 23rd October, 1923. [1463

THE HONGKONG JOCKEY CLUB.

THE FIFTH GYMKHANA MEETING will be held on SATURDAY, the 10TH, and MONDAY, the 12TH NOVEMBER, 1923, weather permitting.

Draft Programmes and Entry Forms may be obtained at the RACE COURSE, HONGKONG CLUB and CAUSEWAY BAY STABLES.

Entries will CLOSE on SATURDAY, 27TH OCTOBER, 1923. 1442

NOTICE.

THE HONGKONG & CANTON ICE MANUFACTURING CO., LTD.

NOTICE TO SHAREHOLDERS.

THE SECOND ORDINARY ANNUAL MEETING of SHAREHOLDERS in the above Company will be held at the Company's Town Office, 2, LOWER ALBERT ROAD, Hongkong, on MONDAY, 5TH DAY OF NOVEMBER, 1923, at Noon, for the purpose of presenting the Report of the Directors and Statement of Accounts to 31ST JULY, 1923.

The TRANSFER BOOKS of the Company will be CLOSED from 29TH OCTOBER to 5TH NOVEMBER, 1923, both days inclusive.

By Order of the Board of Directors,

M. MANUK,
Secretary.

Hongkong, 19th October, 1923. [1448

JAPANESE EARTHQUAKE DISASTER.

HONGKONG RELIEF FUND.

NOTICE.

SUBSCRIPTIONS LISTS for the above Fund are open at the following places:—

HONGKONG GENERAL CHAMBER OF COMMERCE.
HONGKONG & SHANGHAI BANKING CORPORATION.
CHARTERED BANK OF INDIA, AUSTRALIA & CHINA.
MERCANTILE BANK OF INDIA.
INTERNATIONAL BANKING CORPORATION.
NETHERLANDS TRADING SOCIETY.
YOKOHAMA SPECIE BANK.
HONGKONG CLUB.

Cheques should be made out to the Order of the Japanese Earthquake Disaster Hongkong Relief Fund.

By Order,
D. K. BLAIR,
Secretary,
HONGKONG RELIEF COMMITTEE.

Hongkong, 10th September, 1923. [1297

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SUBSCRIPTIONS will be Received up to the 1ST OF NOVEMBER, 1923, by the BANQUE DE L'INDO-CHINE.

C. E. GOY,
Manager.

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NEW YORK: The Irving Bank—Columbia Trust Company.
SAN FRANCISCO: The Crocker National Bank of San Francisco.

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and a Label to that effect is affixed to the back of each bottle.

A. S. WATSON & CO., LTD.,

Wine & Spirit Merchants.

ESTABLISHED 1841.

BIRTH.

SCOTT.—On 24th inst., at 9, Branksome Towers, to Mr. and Mrs. J. H. SCOTT, a daughter.

MARRIAGE.

BEARE—KNOTT.—On 24th inst., at Hongkong, SYDNEY GEORGE BEARE, H.B.M. Consular Service, to MURIEL KNOTT.

Hongkong Office: 14, Chater Road.
London Office: 121, Fleet Street, E.C.

The Daily Press.

HONGKONG, OCTOBER 25TH, 1923.

AUSTRALIAN APPREHENSIONS.

In the discussions on the projected establishment of the British Naval base in the Pacific at Singapore the question was continually being asked: Whom are we preparing to defend ourselves against? No very definite official answer was given to this question, but more than one prominent statesman—we have Viscount GREY OF FALLODEN especially in mind—very plainly suggested that Japan was the Power which the Admiralty must have had particularly in mind. It is indeed common knowledge how much Australia fears possible future action by Japan aiming at the acquisition of Australia—or at least part of the territory—for the accommodation of her surplus population. The agreements negotiated at the Washington Conference have not served to dispel these apprehensions, as a message from Sydney which appears among our cable-news to-day very clearly indicates. The Defence Minister is emphasising the necessity for replacing the present Australian cruisers, which are rapidly becoming obsolete, and he also insists on the importance of building submarines. Why? The cable tells us that in the course of a discussion on Australian defence by the National Conference, the naval expansion of Japan was characterised as alarming, and Japan was mentioned as "the only country capable of crossing swords with Australia." We do not know what grounds there are for regarding Japan's naval expansion as "alarming." According to all accounts, she has faithfully fulfilled her obligations under the Washington Agreement. Had it not been so, we should certainly have heard about it from many quarters better informed on the subject than Sydney is likely to be.

In an article written for a London paper a short time before the great earthquake disaster the Rt. Hon. W. M. HUGHES, P.C., ex-Prime Minister of Australia, wrote: "The discussion upon the establishment of the Singapore base has given rise to much speculation and some misgivings. It is argued that nations do not take measures to defend themselves when nothing threatens them. Is there, then, danger of war in the East, and if so, with whom? Men whisper to each other of Japan and suggest that she has designs upon Australia. In a world full of unrest of all kinds it is little wonder that people should be somewhat apprehensive. But I know of no occasion for alarm. Things are between Australia and Japan much as they have been these last 20 years or more. Of course, time passes; to-day is not as yesterday. The world moves, even the world of the East. Australian relations with Japan are most friendly. But there is an Australian-Japanese question."

In short that question is whether Australia shall be preserved as a White Man's country. The Australians see in Japan a most industrious and progressive people, proud of their achievements in peace and war, confident in their power to make still greater progress, but finding themselves confronted with conditions "which threaten not only to turn them and their ambitions into a national backwater, but also to create economic and social chaos." The Japanese see plenty of room in the world yet, vast areas of fertile land in America and in Australia: but to Japan they are closed. "What then, is Japan to do?" asks Mr. HUGHES. "Will she accept the position that is forced upon her?" Mr. HUGHES draws a picture of Japan's population increasing so rapidly as to make imperative some outlet that will absorb her overflowing millions. Since that is denied her, "it becomes necessary, if she is to avoid disaster by peaceful means that she should adopt some means of regulating the birth-rate. Will she do this?" Mr. HUGHES does not attempt to answer the question he puts, but goes on to point out that much as the Australians admire the Japanese people for their wonderful achievements, they are profoundly convinced that the East and West cannot meet and live together as one people. "Their standard of living, their history, their traditions are as far from ours as the poles asunder. . . . We believe that the future of Australia and of the world depends not upon numbers but upon the type of man that is bred. . . . We want, we welcome, newcomers into Australia, provided that they can be absorbed by the community without weakening its fibre or changing its character. The Japanese, in common with all Eastern races, have ideals and conceptions of life incompatible with ours. As neighbours we respect and admire them, but for the rest we cannot admit them into our household."

This is the problem of the Far East as seen from the angle of Australia, and anything in the way of Naval development by Japan is interpreted by Australians as being designed with the object of forcing open the gates of Australia to a flood of immigration from Japan. To many Australians the establishment of a British naval base at Singapore appears as designed expressly to thwart this assumed purpose, but Mr. HUGHES is more "imperial-minded" in his view of the matter. "The East," he writes, "is a world in itself and the problem many sided. The Empire as a whole, has very many and great interests in the East. The strategic centre of the world has shifted to the Pacific, and it is for this reason and not because of any misunderstandings between Australia and Japan that it is necessary that a base should be established at Singapore." That is the true view of the proposal certainly, but it leaves unanswered the intriguing question: "What Power or combination of Powers are we protecting ourselves against?"

A cargo coolie was yesterday sentenced to fourteen days' imprisonment with hard labour for broaching cargo on board the s.s. *Cheong Shing*. He pleaded guilty to stealing 5 lbs. of raisins valued at $1.50.

When the P. & O. s.s. *Dongola* arrived at Colombo, the refugees from Japan received a very hearty welcome from the Colombo Ladies' League and others, who took them ashore and entertained them, in addition to giving them a large supply of clothing.

Eight more cases of small-pox, all Chinese, were notified to the Medical of Health on the 23rd inst.

A shocking fatal accident occurred at the Cement Works, Kowloon, on Tuesday. A Chinese oiler was caught by the belt of some driving machinery and dragged into the gear wheels. When released his body was frightfully mangled and death must have been instantaneous.

A Chinese, who went into a blacksmith's shop in Portland Street to have some repair work done, stole a jacket as he was leaving the shop. He was traced and found pawning the jacket in a pawn shop near by. Yesterday he was sentenced by Mr. J. R. Wood to fourteen days' imprisonment.

General Li Lieh-chun, commanding the Constitutionalist forces on the Kwangtung-Fukien border, has arrived at Canton in response to the request of Dr. Sun Yat-sen. General Li is to discuss with Dr. Sun "regarding the coming Northern Expedition." He is staying, for the present, on the cruiser *Ying-fung*.

No further particulars have been issued from Headquarters in Canton regarding the alleged capture of Waichow a week ago. Indeed, it is clear now that Waichow has not been captured by Dr. Sun's forces. The public have since been asked to believe that Dr. Sun's forces breached the wall and have been fighting in the city ever since. There is another report in circulation that this is an absolute invention. News of the campaign is subjected to military censorship in Canton.

The death occurred from small-pox on Tuesday morning of Mr. John McNichol, an Australian marine engineer, at the age of 33. The late Mr. McNicholl had just been appointed chief engineer of the s.s. *Tai Wayfoong*, the vessel which has just been fitted out by the Hongkong Relief Committee for relief work in Japan. The deceased leaves a father, sister and three brothers in Australia to mourn his loss. The funeral took place the same evening at the Protestant Cemetery, Happy Valley, the burial service being conducted by the Rev. J. Kirk Maconachie. Amongst the large number of floral tributes sent was one from the Mercantile Engineers' Guild of China and another from Capt. Bayliss, Superintendent of the Sailors' Home.

FAR EASTERN CABLE NEWS.

[THROUGH REUTER'S AGENCY.]

BANDITS ATTACK HANKOW-PEKING EXPRESS.

ANOTHER TRAIN OVERDUE.

PEKING, October 24th.

The *Peking Daily News* reports that 500 bandits yesterday morning sacked Kuanting, a station to the south of Chengchow.

The express from Hankow arrived at Kuanting during the raid, but retreated, the bandits firing on the express, which was struck by bullets, but no damage was done to the engine.

The express is expected at Peking this morning.

Troops were sent to Kuanting as soon as possible after the raid. Fighting ensued, which was continued throughout yesterday morning, the bandits being driven off.

According to the official report the station master at Kuanting and his family are missing.

The afternoon train from Hankow also failed to arrive at Peking.

MATCH FACTORY EXPLOSION.

VILLAGE DESTROYED BY FIRE.

SHANGHAI, October 24th.

The village of Lanncedoo, Pootung, was yesterday afternoon devastated by fire. It is believed that many people were burned.

The fire originated in a match factory in which the chemicals blew up. The explosion hurled burning fragments across the river.

The fire brigades managed to save foreign godowns in the vicinity, but the narrow streets of the village offered no check to the flames which spread over half a mile.

CABLES.

LATEST CABLES.

[THROUGH REUTER'S AGENCY.]

DISTURBANCES IN GERMANY.

SEPARATISTS' FLUCTUATING FORTUNES.

LONDON, October 23rd.

Reports from the Rhineland show that the Separatist movement has made headway in some quarters, but has also suffered numerous setbacks; notably, at Aix-la-Chapelle, Mayence and elsewhere, where the Nationalists and Trade Unionists are their principal opponents. Fighting has occurred at different places with a number of casualties.

PARIS, October 23rd.

The slow spread of the Separatist movement is apparently due to lack of co-ordination between the different Separatist parties, rather than to the comparative indifference of local populations. Important developments are, however, possible.

PERILOUS STATE OF INDUSTRIES.

BERLIN, October 23rd.

It is reported from Essen that all industries, except the mines, have dismissed their workers. Eighteen thousand workmen are affected at Gelsenkirchen alone.

COLOGNE, October 23rd.

In order to ensure a supply of coal, the regie of railways under the French have taken over five mines at Recklinghausen and elsewhere. Wages will be paid in confiscated German money.

EARLIER CABLES.

WIDESPREAD TURMOIL.

DRESDEN, October 23rd.

A committee of action has been formed, empowered to call a general strike in Saxony.

MUNICH, October 23rd.

Von Lossow has wirelessed to the Reichswehr garrisons all over Germany appealing to them to rally to the Bavarian Government in the defence of oppressed Germany.

BERLIN, October 23rd.

The *Vossische Zeitung* reports that a message from Gelsenkirchen says yesterday negotiations between Ruhr magnates and the French authorities broke down. The industrialists declared that the resumption of work was impossible on the French terms.

The economic turmoil is increasing Herr Stresemann's preoccupations. Strikes have already broken out in the shipyards at Hamburg and among coal miners in Central Germany for increased wages. Berlin workers have jointly threatened to strike within three days failing the introduction of a scheme of payment in stable currency.

A telegram from Essen says the Thyssen works at Hamborn have closed down, owing to financial difficulties, rendering idle thirteen thousand persons.

All the bakeries in the capital have been looted, and the Government has now prohibited the display of the red flag. The Reichstag member, Kanitz, has been appointed Minister of Food. The Nationalists demand the resignation of the Cabinet.

BERLIN, October 23rd.

The Separatists have occupied Bonn, Wiesbaden, Treves and Duisburg. Two persons were wounded in a skirmish at Bonn. The trade Unions have declared a general strike at Wiesbaden. The Separatist movement hitherto lacks homogeneity, apparently through the divergent attitudes of the leaders Smeests, Metthes, Dorten and Deckers.

SERIOUS RIOTS AT HAMBURG.

Disturbances have broken out at Hamburg over discontent with the food prices. Crowds plundered the food shops and stormed and captured the police stations being later ejected by reinforcements.

BERLIN, LATER.

The riots at Hamburg are the most serious since 1918. The Communists incited the populace, who erected barricades in the suburbs. Fierce fighting continues. The casualties are serious. All works in the harbour are at a standstill, and the railway between Hamburg and Luebeck was torn up to prevent the Reichswehr reaching Hamburg, but was repaired almost immediately. The centre of the city is quiet, and is patrolled by police.

(Continued at foot of next column.)

LATEST CABLES.

THE GREEK COUNTER REVOLUTION.

GENERAL COLLAPSE IMMINENT.

ATHENS, October 23rd.

A general collapse of the counter-revolution seems to be imminent. Numerous arrests and surrenders are reported. Colonel Plastiras, in a statement which he has issued, considers the movement in Macedonia has ended. He is of the opinion the same will be the case at Peloponnesus within a day or two.

EARLIER CABLES.

INDUSTRIAL OUTLOOK AT HOME.

A GLOOMY FORECAST.

LONDON, October 23rd.

With the Washington Agreement and the Irish settlement as two tangible steps in the direction of world peace, to which the last Imperial Conference opened the way, political observers in the newspapers are asking what the present Conference is likely to achieve in the direction of re-asserting the pacific influence of the British Commonwealth, saving Central Europe from chaos and Britain from industrial paralysis.

The persistence of the gloomy industrial outlook was the theme of Sir Eric Geddes' address to the Federation of British Industries at Glasgow. He declared that the restoration of pre-war economic conditions in Europe was bound to take years, possibly generations, if Germany disintegrated. He urged individual firms not merely to press the Government to take every step to encourage Empire trade in accordance with the suggestions made at the Economic Conference, but also to seize the opportunities to secure export trade. He drew attention to the extraordinary position and the circle of low exchange countries, with the trade tendency to circulate independently of the two circles. He questioned the wisdom of keeping one's eyes fixed on American exchange and ignoring the large volume of trade in the low exchange countries. He recommended that the Government appoint a commission of financial and economic experts and representatives of industry and labour, to re-examine its monetary and currency policy.

It is ascertained that so far seven police were killed and 10 seriously injured at Hamburg. The rioters suffered severely. The police removed 14 dead and 103 wounded.

Fighting broke out afresh at Barmbeck and Dennheide in the afternoon, Communists firing from roof-tops. The police vigorously took counter-action and now completely control the situation.

SEPARATISTS MEET WITH REVERSES.

COBLENCE, October 23rd.

The Executive Committee of the Separatist Party has elected Herr Matthes and Herr Dorten to act as a Directory with full powers.

A Mayence message says the new attempt to establish a Rhenish Republic has not succeeded, owing to the hostility of the workers.

Martial law has been proclaimed and the curfew introduced at Wiesbaden.

A Paris message says the Separatists at Coblence have taken possession of the palace of the Burgomaster. The Prefect of Police has promised not to order the police to use weapons.

BERLIN, October 23rd.

The Separatists have been expelled from Aix-la-Chapelle by the trade unionists after receiving a severe handling. The flags of the Rhenish Republic were hauled down and burnt in the streets, the people singing patriotic songs. The Belgians remained neutral. A crowd stormed the town hall at Muenchen-Gladbach and expelled the Separatists, who took refuge in a restaurant, firing on the crowd and wounding several persons. Thereupon the police disarmed the Separatists, who disappeared. The Belgians here also kept neutral.

The British zone is quiet, being unaffected by the Separatist movement.

EARLIER CABLES.

BRITAIN'S EUROPEAN POLICY

OUTSPOKEN SPEECH BY GENERAL SMUTS.

LONDON, October 23rd.

General Smuts made an unusually outspoken speech for a responsible statesman at the South African Luncheon Club. At the outset he referred to the Imperial Conferences and said the preferences which the Government had already announced were going to be a very great advantage in development. They did not amount, however, to what was called Imperial Preference.

Dealing with the European situation, he advocated a conference of the Governments of the Powers mainly interested in reparations, and declared that neither the Reparations Commission nor the Council of the League of Nations possessed sufficient authority to deal with the matter. He foresaw that the decisions of the Conference regarding the holding of this conference, negotiations as to which were afoot, might result in the parting of the ways. The absence of any Power should not prevent the rest from foregathering. It was vitally important that the United States should attend as an active member.

General Smuts said the reparations figure was generally recognized as too high, but the most competent authorities agreed that a reasonable figure could be discharged without considerable difficulty if only political questions such as the Ruhr occupation were out of the way. He strongly supported the British Government view that the the French occupation was illegal under the Versailles Treaty, and warned British industrialists against participation in the Ruhr spoils. His speech largely consisted of criticism of the present French policy, although he went out of his way to express admiration and sympathy for the French people. He emphasised that however equably France might regard the prospect of Germany's dissolution, it would be a first-class irreparable disaster to Britain and the small countries surrounding Germany.

THE EMPIRE'S OPPORTUNITY.

He suggested that Britain and the States of Central Europe could give Germany most valuable moral support. The Empire, which was entitled to an authoritative voice in the affairs of Europe, "make it perfectly clear in friendly but unmistakable language to all whom it may concern that in the case of certain eventualities this country would have to regard its own interests and take whatever steps be necessary to that end, irrespective of the effect they might have on old friendships."

In connection with the question of wiping out inter-Allied debts to Britain and America, he urged Britain not to lend aid to the further militarisation of Europe. "People here are already beginning to be seriously alarmed about the French armaments on land and in the air. The French Government has also lent large sums to the smaller states around Germany, mainly with a view to feeding their ravenous military appetites."

Referring to military hysteria which is sapping the depleted financial resources of the peoples, he pointed out that the black hordes of Africa had been called in to redress the moral and political balance of this mother continent of civilisation. Human principles everywhere had been degraded. Finally, he appealed to France to resume her noble, historic mission as a great bearer of liberal tradition in Europe.

LATEST CABLES.

PRESS COMMENT ON GENERAL SMUTS' SPEECH.

LONDON, October 23rd.

"Sensational" "impressive" "powerful" and "grave" are among the adjectives applied by the morning newspapers to General Smuts' speech, which was made available too late for much detailed comment. Nevertheless, the salient points were featured by all the newspapers, and are certain to provoke considerable discussion, especially when coupled with the speech made yesterday by the American Ambassador, Mr. Harvey, in which he declared that there need not be any question as to his Government's willingness to participate in a conference on the question of German reparations, if requested to do so by all the Powers chiefly concerned.

Such comment as has up to the present appeared cordially welcomes General Smuts' analysis and proposals and pays tribute to his sincerity. The only criticism levelled concerns what the newspapers consider his tendency to under estimate Germany's own share in the responsibility for the present position. His appeal to America is whole-heartedly approved.

LATEST CABLES.

IMPERIAL DEFENCE.

CONFERENCE OF EXPERTS MEETS.

LONDON, October 23rd.

The Naval, Military and Air Experts Conference is most impressed with the intimate knowledge shown by Ministers, both British and those from the Dominions, on matters relating to Imperial defence. The most satisfactory progress has been made with the co-ordination of the three forces responsible for the defence of the Empire. The exposition of the members' views has concluded and committees are now being formed to draw up a definite scheme and to work out and plan the scheme. An Air Committee has already been formed.

Each part of the Empire was represented at the first meeting, which was unanimous as to the necessity for secrecy.

EARLIER CABLES.

ECONOMIC CONFERENCE.

EMPIRE SHIPPING.

LONDON, October 23rd.

The Economic Conference has resolved firstly regarding the established practice not to discriminate between the flags of shipping in Empire ports, that there be no intention of departing from this practice as regards countries treating ocean-going shipping under the British flag on a footing of equality with their own shipping; secondly, in the event of a foreign country attempting to discriminate against British shipping in future, the Governments of the Empire should consult together to seek the best means of meeting the situation. Two further resolutions concern the continuing of the Imperial Shipping Committee on an Imperial basis.

A committee of the Conference this afternoon discussed the question of mandates, complete secrecy being maintained as to their discussion.

PORT OF LONDON TRADE.

LONDON, October 23rd.

The Port of London Authority in its annual report, for the year ended March 31st, states that the tonnage which entered and left was 30,028,000, an increase of 4,288,000, including foreign 22,952,000, an increase of 2,905,000, compared with the previous year. The total revenue was £3,319,000, and the expenditure £1,682,000.

RUBBER PROSPECTS.

LONDON, October 23rd.

Mr. Zorn, speaking at a meeting of the Rubber Shareholders' Association in London, said the most striking feature of the whole position was the way the price of rubber had steadied. The unknown factor was the future American consumption. He saw no ground for alarm.

AUSTRALIAN DEFENCE.

JAPAN'S NAVAL EXPANSION.

SYDNEY, October 23rd.

At the discussion of Australian defence by the National Conference, Japan, whose naval expansion was characterised as alarming was mentioned as the only country capable of crossing swords with Australia. The Defence Minister, Mr. Bowden, emphasised the necessity for replacing the present Australian cruisers, which are rapidly becoming obsolete, and also insisted on the importance of building submarines.

FEARS FOR A BRITISH STEAMER.

UNFINISHED "S.O.S."

NEWPORTS NEWS, October 23rd.

The British steamer *Westmoreland*, from Boston, with a crew of eighty officers and men, has sent an "S.O.S." message which broke off in the middle. It is feared that all aboard have perished.

THE RETURN OF PAPYRUS.

NEW YORK, October 22nd.

Papyrus has sailed for England.

SCOTTISH FOOTBALL SENSATION.

CLUB FINED £1,000.

LONDON, October 23rd.

The largest fine in the history of football was imposed by the Scottish League management committee at a meeting in Glasgow this afternoon, when they fined Cowdenbeath a thousand pounds sterling for illegal payment of their goalkeeper. The chairman of the club was severely reprimanded, and requested to resign.

AHEAD OF THE MAIL.

[FROM INDIAN PAPERS.]

"MEDICAL SPECIALIST."

BERLIN, September 21st.

A man named Hermann Hossler has been arrested on a charge of having posed as a ladies' medical specialist. Hossler had a large and exclusive practice, and his surgery contained a collection of skulls and numerous photographs of duelling episodes of his alleged student days. His face and body bear many scars, which he declared he had received in duels. He is really a bricklayer by trade, and he purchased the surgery and outfit and paid a barber to burn scars on his body and face.

A UNIQUE WITNESS.

LONDON, September 22nd.

For the first time in the history of British crime a man who was sentenced to death was called as a witness in a Crown case which arose in Liverpool on June 11th, when two armed men raided a post office and a man was shot. Phelan (a blacksmith), who was one of the raiders, was caught and sentenced to death, but, as there was no evidence that he fired the fatal shot, the sentence was commuted to imprisonment for life. Phelan's evidence was required to-day in connection with the prosecution of two men who were charged with having provided the fire-arms which were used in the raid. When Phelan entered the box he refused to answer any questions. The prosecution asked to be allowed to treat Phelan as a hostile witness. The case was remanded at the request of the prosecution and Phelan was returned to gaol."

AN EARL'S ROMANCE.

LONDON, September 23rd.

Romance, says the *Daily Express*, is piled on romance in the story of the secret marriage of the late, eighth Earl of Breadalbane (Iain Edward Herbert Campbell) to Miss Marie Reeves Hunt, a revue actress. The marriage was celebrated in a registry office on September 9th, 1916, when the Countess was 26 years of age and the Earl 51. The late Earl had not then succeeded to the title. He was a naval lieutenant living in Bloomsbury and paying a guinea a week for the rent of a back room. The Countess, after the Earl's death in May last, stated that the marriage was kept a secret for financial reasons. She had known the Earl for two years as "Mr. Campbell" and was not aware that he was the heir to any title. It was not until some time after their marriage that he told her that one day she should become a Countess. The marriage was not disclosed until the Earl's death. Relatives of the late Earl then instituted inquiries into the antecedents of the widowed Countess and have discovered that her marriage in 1916 was bigamous, her husband, Benjamin James Edwards, a photographer, whom she married in Bristol in 1906 and from whom she had been living apart for years, being still alive.

THE LATE LORD MORLEY.

LONDON, September 24th.

Mr. H. H. Asquith to-night made the following statement:—"Lord Morley's death is not a tragedy, but it means the disappearance of the last survivor of an heroic age. He was my first political mentor, and for upwards of 30 years he was a wise counsellor, and the best of comrades. In his last years he was an unfailing, devoted and revered friend. Only last week I had a letter from him, which I shall always treasure. English literature and the great traditions of public life are impoverished by his loss."

MR. CARTER LEAVES FOR EGYPT.

LONDON, October 3rd.

Mr. Howard Carter leaves for Egypt to resume work at Tutankhamen's tomb.

RICH MAN'S MISFORTUNES.

A remarkable story of the vicissitudes of a man said to be a millionaire comes from Havre. Paul Bottize is a native of Italy. Following a family feud or vendetta, in which his brother and sister were killed, he fled to France, where he worked for some time as a waiter. Later—thirty years ago—he emigrated to the United States, where he became a naturalised citizen and amassed a big fortune in estates in California. About a couple of years ago Bottize set off on a European tour, visiting France, Germany, and, finally, Italy, where the authorities, he says, confiscated $700 in gold that he had in his possession. In a state of destitution he wandered about until at length he reached Havre, and there, for some considerable time, he earned a precarious livelihood by selling newspapers in the street. His story of wealth in America was received on all hands with incredulity, and some letters that he wrote to people there remained for some unexplained reason unanswered, but recently he interested the United States Consul in his case, with the result that he received a first remittance of $500, and was later credited up to $150,000. He has now been able to leave for America.

POPULATION AND UNEMPLOYMENT.

NO NEED FOR BIRTH CONTROL.

This topical subject was the theme of the presidential address given by Sir William Beveridge before the Economic Science and Statistics section of the British Association at Liverpool on September 17th. He said those who saw, as we now did, more than a million wage-earners whom our industry for years together was unable to absorb in productive employment might be excused if they drew the inference that there were too many wage-earners in the country. The inference, though natural, was unjustified. Unemployment in Britain could in any case prove nothing about the world as a whole. History showed that it did not prove over-population even in Britain. The problems of unemployment and of over-population were distinct; there were two problems, not one. Severe unemployment had occurred in the past without over-population as a function of the organisation and methods of industry, not of its size. On the other hand, it was very doubtful if excessive growth of population had ever shown itself or would naturally show itself by causing unemployment. Germany, defeated in war, was certainly not suffering from unemployment.

In regard to Europe as a whole, we found no ground for malthusian pessimism, no shadow of over-population before the war. Still less did we find them if we widened our view to embrace the world of white men. On looking at the distant future of the European races, the first though not the only point for consideration was the extent of the world's untouched or half-used resources in land and minerals. Enormous areas of the earth which were fit for cultivation were not yet cultivated at all, and of other areas only the surface had been scratched.

Sir William quoted elaborate statistics to demonstrate the material progress in Britain, and then proceeded to general considerations for an estimate of prospects in this "new but not better world." He pointed to the necessity of considering our population with reference to the populations of other countries, and submitted that no other country of comparable size was so highly specialised as Britain. None produced so small a proportion of the food that it required, or of the raw materials of its industries. None was so predominantly engaged in the advanced ranges of economic activity; none was destined to suffer so acutely from any general disorder. At this moment perhaps none was suffering so much. There were other reasons, enough and to spare, why we should expect now to suffer from unexampled unemployment.

In conclusion, the president said before the war there was nothing to suggest that Europe had reached its economic climax. For the world of white men as a whole there was even less ground for pessimism; the limits of agricultural expansion were indefinitely far. No doubt the war damage was great and we were not in sight of its end. Man for his present troubles had to accuse neither the niggardliness of Nature nor his own instinct of reproduction, but other instincts as primitive and, in excess, as fatal to Utopian dreams. He had to find the remedy elsewhere than in birth control. (Cheers.)

Professor A. W. Kirkaldy said inasmuch as the population of the whole world could be placed in the smallest English county, with room to spare, the question of over-population would appear to have hardly arisen. A more important matter than quantity was quality. In the industrial towns the greatest increase of population took place amongst the least desirable section of the community. Our own particular problem was how to effect a better circulation of goods and population within the Empire.

Dr. Marie Stopes (president of the Society for Constructive Birth Control) said statistics meant much more to economists than they did in the real world, where quality of life meant immensely more. Malthusianism and constructive birth control were not the same thing. Sir William Beveridge had flouted the physiological facts of life. He forgot the unemployable, of whom there were very many. At the present moment £100,000,000—a sum of money which even an economist could not despise—(laughter)—was annually spent on the maintenance or partial maintenance of diseased, enfeebled persons whom the proper use of birth control would have prevented from ever existing.

Sir W. Beveridge, replying, said his purpose was not to show that there was over-population, but that there was a separate problem of unemployment. He agreed that was a problem of quality, but he was not going to be rash. He was going to wait until the physiologists told him what was undesirable stock to breed from. If did not follow that because children were the children of the working classes they were, therefore, less desirable than the children of others. He emphatically disagreed with Dr. Marie Stopes's suggestion that the unemployable were an appreciable part of the unemployed. There might be a certain number who by birth were unemployable, but it was a primary fallacy to confuse that with unemployment. If the sole object of Dr. Stopes was to prevent the unfit being born, why did she provide so many books with attractive titles for all and sundry for general consumption? He did not want anything to be spread before the world for guidance until the physiologists and psychologists had told them what was the effect of this restriction of fertility.

NORTH SEA WATERSPOUT.

William Alexander, the skipper of the Hull trawler *Nightfall*, on returning to Hull, on September 5th, reported having had a narrow escape from a waterspout in the North Sea. "The waterspout," he said, "was a great revolving column of water, which rose from the sea and seemed to end in the clouds. The column appeared as if it would overwhelm us, but it finally crashed into the sea three-quarters of a mile away, creating huge waves."

Peking and Tientsin, says a paragraph in a Northern paper, are likely to be invaded in the near future by the Harbin motor-bus companies that have sprung up during the past two years and are doing a very profitable business with ten-cent fares. Ten buses with Russian drivers are now operating in Mukden and if this proves successful they will invade Tientsin and Peking. The Chinese are patronizing this mode of travel more and more and of the hundred motor-cars operating between Kalgan and Urga nearly all are driven by Russians. It is possible that within a few years most big cities will have Russian motor-bus systems. This is one of the surprising developments in latter-day China, showing how rapidly things are progressing."

NAPIER JOHNSTONE'S

'N. J. CLUB'

SCOTCH

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THE RIDDLE OF SEX.

STEPS TOWARDS SOLUTION.

At the Conference of the British Association Dr. D. A. Crew gave an evening popular lecture in Picton Hall Liverpool, on September 19th, on "The Riddle of Sex." He said in the great majority of animals every individual either a male or else a female, and in each species there was a fairly constant average ratio between them, and the ratio was usually not far from equality, although it varied considerably from species to species. Circumstantial evidence from the study of comparative morphology suggested that one of the great forward steps in organic evolution was the re-establishment of bisexuality. It was a fact that among animals with a relatively high motor activity and complex organisation bisexuality was almost invariably found to exist. The riddle from which biologists were trying to find an answer was, What was the mechanism which determined sex? At the beginning of this century it was generally believed that at the time of fertilisation the egg was completely ambivalent as regarded the future sex of the individual into which it was to develop, but facts of general biology pointed clearly to the view that sex in the higher animals was usually predetermined at the time of fertilisation. "Identical" twins, dervied from a single fertilised ovum, were always of the same sex. In "fraternal" twins the different individuals arose from separate ova, and they were not invariably of the same sex, and were no more like each other than were offspring produced by the same parents at different times. It would follow from this that the sex of the individual was determined by the constitution of the fertilised ovum at the time of fertilisation.

Experimental breeding work, which had been carried out with the little fruit-fly, drosophila melanogaster, showed that in this insect the male produced two sorts of reproductive cells, but the evidence went to prove that in other animals it was the female that elaborted two sorts. As an example he took the case of the characteristic gold and silver plumage colours in fowls. If a Silver Campine cock was mated with Sicilan Buttercup hens, which were gold, the chickens would be silver, and when these were interbred they would produce equal numbers of males and females. There would be on the average three silvers to one gold in every four, and all the gold would be pullets. From this circumstantial evidence the conclusion was drawn that, in the fowl, sex was determined by the presence of a single or double component which, when present in duplicate, led to the production of a male.

Yet it had to be admitted that although sex was determined at the time of fertilisation as it would irrevocably and finally appear, the possibility was not precluded of the modification of the sex ratio by environmental agencies. There were several established cases in which environmental stimuli controlled the differentiation of the sex organisation of the individual after the general constitution had been decided by the act of fertilisation. How could they reconcile such facts as this with those already mentioned? An interesting hypothesis had been suggested in order to do this. Goldschmidt suggested that in all individuals there was at first an efficient excess of male determining substances but that the production of the female determining substances after a time overtook that of the male determining substances. Further, he supposed that the secretion the proboscis of the female of bonellia had the effect of accelerating the process of development and differentiation, as opposed to the process of growth.

INTERSEXUALITY.

This brought them to another interesting matter—that of intersexuality. Baltzer took larvae at varying periods after they had settled upon a female proboscis, but before they had become completely male, and forced them to lead an independent life. As a result, he obtained intersexual forms, neither completely male nor completely female, but presenting an intermediate condition. Another type of intersexuality was that which resulted not from a balanced condition of the male and female determining substances, but from a difference in the rate at which these were elaborated by sex-determining factors during development. This was the state of things in the intersexes of the gypso moth. Still another form of intersexuality was that of the force of pseudo-intersexuality, which was relatively common among the domesticated mammals. The usual history in these cases was that an individual regarded as a female during the earlier part of its life later assumed many of the characteristics of the male. In the goat, for example, a kid, previously looked upon as a female, at the time of sexual maturity began to grow a beard, and about the animal there hung the pungent smell so characteristic of the male. The explanation of such a case as this was that the animal always was a male, but the development of the sex organisation was pursued in the absence of the directing influence of internal secretion. At first sight such a case as this would seem to be one of sex reversal. That was not so; but sex reversal could and did occur, as had been demonstrated in the gypsy moth, the common frog, and domestic poultry. That there was a physiological difference between male and female was established. In the human there was a male type of metabolism and a female type. Sex was determined by sex-determining factors which elaborated sex-determining substances, by the interaction of which a certain definite physiological state, a certain internal environment, became established—either that of femaleness or that of maleness. This was by no means the full story, nor was it the end of the story. He set himself a riddle, and he confessed he did not know the answer yet.

IMOGEN OR EMMA JANE?

"A few years ago a woman came to me to have a paper signed," says a writer in *The Spectator*. "I noticed her Christian name was Imogen. I said, 'You have a very uncommon name, Mrs. Smith.' 'Yes, sir,' was her reply. 'I didn't know that was my name till I got this paper yesterday.' 'What did you think your name was?' I asked. 'Well, sir, they always called me Emma Jane.'"

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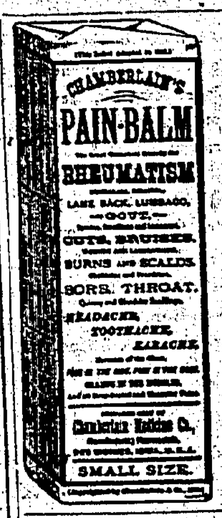

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IT is computed that over fifty millions of pounds are overpaid in Income Tax every year to the British Treasury, and although this money is willingly refunded wherever a claim is established, considerably more than half of this enormous sum is left unclaimed by its rightful owners. British subjects overseas alone lose several millions of pounds every year in these over-payments. Many are unaware that recent legislation entitles them to the refund of this money; others are deterred from claiming on account of the seeming difficulties in the procedure; while some attempt to prosecute their own claim and fail through overlooking some technicalities in the regulations. In nine cases out of ten sound expert advice and assistance in preparing the claim will secure a full refund.

Write to-day for an application claim form and I will then advise you absolutely *free of any charge* exactly what claims you have and how to submit them. During the past 28 years I have prepared no less than 74,000 claims for clients all over the world, and I have recovered for them sums amounting to well over £2,700,000.

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¶ *(For obvious reasons the name of the writer cannot be given, but numerous references to influential clients will be given upon request.)*

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Hindenburg	12,250 tons	16th November.
*Emil Kirdorf	9,000 tons	Middle December.
†Scheer	12,300 tons	1st half of January, 1924.
*Albert Vögler	9,000 tons	1st half of February, "

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*Adolf von Bayer	9,000 tons	20th November, 1923, Calling at Manila.
Hindenburg	12,250 tons	—
*Emil Kirdorf	9,000 tons	—
†Scheer	12,300 tons	—
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AN AMAZING VOYAGE.

A thrilling story of adventure and hardship is told by M. Alain Gerbault, the French lawn tennis player, who has succeeded in the perilous task of crossing the Atlantic alone in a 30ft. 10-ton cutter. In 142 days he sailed 5,600 miles.

M. Gerbault, who landed at Fort Totten, Long Island, on September 14th, declared that he started from Cannes on April 5th.

I told nobody (he said) that I was going to America. To all my friends but one I said I was going to England on a short trip. My one confidant supplied me with sixty pounds of salt beef, thirty-six tins of condensed milk, sixty pounds of sugar, ten pounds of tea, thirty-five pounds of ships' biscuit, and sixty-five gallons of distilled water. My first goal was Gibraltar. As my boat is a cutter, and has only one mast and a long boom, it was difficult for one man to work. The second day out I struck bad weather in the Gulf of Lyons. Strong gales blew for forty-eight hours, then dropped as suddenly as they sprang, and for days there was not a breath of air. I finally reached Gibraltar twenty-four hours after I set out from Cannes. From Gibraltar I set my course straight for New York, following the old sailing routes used by Columbus and afterwards by the pirates who sailed the Spanish main. Shortly afterwards I ran into another storm, losing my good weather sails, whilst the roller boom, which had been repaired at Gibraltar, was hopelessly broken. All day and all night I worked repairing the main-sail. For the next 1,500 miles I struck fair winds and moderate seas. With fine following winds I went for a week without touching the tiller.

WATER GOES BAD.

Then disaster overtook me. One morning I awakened to find a peculiar smell in the locker where the water was stored in ten gallon jars. I discovered that two-thirds of the water had gone bad because the jars were improperly cleaned when the water was placed in them. After anxious calculation I determined that with luck I could pull through if I rationed myself one cup a day. My staple diet at this time was potatoes, which are delicious when boiled in sea water in their skins.

Except for the loss of the water, everything went ideally for the next thousand miles. Sometimes I fished for bonitas, twenty or thirty pound monsters, with harpoons. Sometimes as I fished over the side of the boat I nearly fell asleep in the soft warm winds. But once again Nemesis descended upon me. My carefully-prepared wind chart, which indicated that the winds should be following for the rest of the voyage to New York, proved wrong. Within forty-five minutes the wind from being astern began to blow in the opposite direction, followed by fourteen days of calm. Then there were terrific squalls and rain. There was a foot of water in the cabin and the pump broke. The water rose higher and higher. As fast as I baled it out it came in again.

UNCONSCIOUS FOR TWO DAYS.

On the fifth morning of the downpour I developed fever and a sore throat. On the seventh day my temperature rose to 104deg., and I became unconscious. When I awoke about fifty-four hours later everything was awash. Then came the worst period of the whole voyage. For twenty-six days gales and winds blew with unprecedented force. Every day and almost every hour something fresh was broken. One day I ventured on deck and noticed an enormous wave rushing towards the boat. I was just in time to climb the rigging when the wave broke with tremendous force. The whole boat disappeared, entirely engulfed in the sea. Tons of water thundered overhead. Then the wave passed, and by a miracle the ship righted herself.

M. Gerbault said that eighty-four days out he fell in with the Greek steamer *Byron*, which provisioned him and gave him medical supplies. Then he sighted the *Henrietta*, of Boston, and secured from her fresh meat and fruit. Seven days later he sighted the American coast and fetched up at Fort Totten, after going eighty hours without sleep.—*Reuter's Special Service.*

BRIDGE FOR SYDNEY HARBOUR.

Citizens of Sydney, the great New South Wales port, have urged for many years that the communication between the south shore of the Bay and the residential suburb on the north shore was wholly inadequate, the existing ferry boat service being too slow and dangerous in foggy weather. Last November, an Act was passed by the New South Wales Parliament authorising the construction of a bridge between Dawes' Point and Milson's Point, and the State Government has now issued calls for tenders, to be lodged before November 30th.

Firms tendering are allowing choice of alternative designs. One is a cantilever structure, with the cantilevers placed at 98ft. 0in. centres, giving a total clear span of 1,600ft. The headway in the centre is nearly 20ft. higher than is provided in either the Quebec or the Forth Bridge being 170ft. above high water at spring tide. In the other design the bridge is in the form of an arch, and it is expected that its adoption would effect considerable economies in the cost of construction, which is estimated at about £6,000,000. The bridge is to be designed for carrying four lines of railway, a roadway 57ft. wide and two footways 10ft. wide each. In both designs there is unrestricted headway and fairway for vessels of the largest size.

Estate of the gross value of £700,628 was left by Sir Robert Park Lyle, Bt., chairman of Messrs. Tate and Lyle, Ltd., sugar refiners. The duties will amount to about £195,000.

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JASCHA HEIFETZ.

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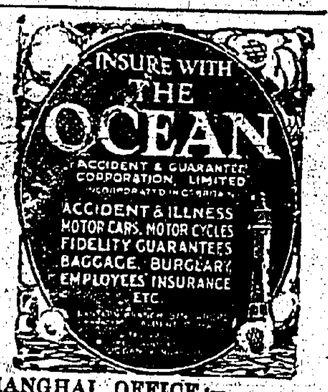

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TIENTSIN	"CHEONGSHING"	...Saturday,	27th Oct., Noon.
SHANGHAI via SWATOW ...	"TAISANG"	...Sunday,	28th Oct., D.L.
HAIPHONG via HOIHOW ...	"LOKSANG"	...Sunday,	28th Oct., 10 a.m.
BANGKOK via SWATOW ...	"KWONGSANG"	...Sunday,	28th Oct., 10 a.m.
TSINGTAU via SWATOW & SHANGHAI	"WAISHING"	...Wednesday,	31st Oct., D.L.
KOBE via SHANGHAI...	"KUTSANG"	...Wednesday,	31st Oct., Noon.
BANGKOK via HOIHOW	"CHUNSANG"	...Thursday,	1st Nov., 9 a.m.
SANDAKAN	"MAUSANG"	...Thursday,	1st Nov., 3 p.m.
SHANGHAI via NINGPO	"YUSANG"	...Friday,	2nd Nov., D.L.
STRAITS & CALCUTTA	"FOOKSANG"	...Saturday,	3rd Nov., 3 p.m.
STRAITS & CALCUTTA	"NAMSANG"	...Monday,	12th Nov., 3 p.m.

CALCUTTA LINE — This Line affords regular sailings to Calcutta, Penang and Singapore; returning from Calcutta steamers proceed via Straits and Hongkong to Japan, occasionally calling at Shanghai. All steamers have excellent passenger accommodation, are fitted with Wireless and carry a fully-qualified Surgeon.

SHANGHAI LINE.—Sailings approximately every three days between Canton and Shanghai, sometimes calling at Swatow. Through tickets can be obtained and through Bill of Lading are issued to Northern and Yangtsze Ports via Shanghai.

MANILA LINE.—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Friday.

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BORNEO LINE.—Fortnightly sailings to and from Sandakan by two 5,000 tons steamers s.s. "HINSANG" and s.s. "MAUSANG" both steamers having excellent passenger accommodation. Cargo taken on through Bills of Lading for Kudat Jesselton, Labuan, Tawao and Lahad Datu.

TIENTSIN LINE.—A regular service is run from March to November between Hongkong and Tientsin, calling at Weihaiwei and Chefoo.

BANGKOK LINE.—A weekly service is provided between Hongkong and Bangkok via Swatow, by five steamers fitted with up-to-date passenger accommodation.

CALCUTTA LINE

S.S. "FOOKSANG" will be despatched on or about Saturday, 3rd Nov., at 3 p.m., for SINGAPORE, PENANG & CALCUTTA.

Through Bills of Lading issued to RANGOON, MADRAS, PORT SWETTENHAM and DUTCH EAST INDIES.

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GLEN AND SHIRE

JOINT SERVICE OF STEAMERS.

U.K.—STRAITS, CHINA & JAPAN SERVICE

OUTWARDS.

Vessel.	Due Hongkong.
"GLENGARRY"	1st Nov.
"GLENAPP"	15th Nov.
"CARMARTHENSHIRE"	25th Nov.
"GLENTARA"	3rd Dec.

HOMEWARDS.

Vessel	Leaves H'kong.	Discharges
"GLENOGLE"	5th Nov.,	Genoa, London, Rotterdam & Hamburg.
"GLENAMOY"	29th Nov.,	Genoa, London, Rotterdam and Hamburg.
"GLENGARRY"	10th Dec.,	London, Rotterdam & Hamburg.

Movements are subject to change without notice.

For freight or further particulars please apply to:—

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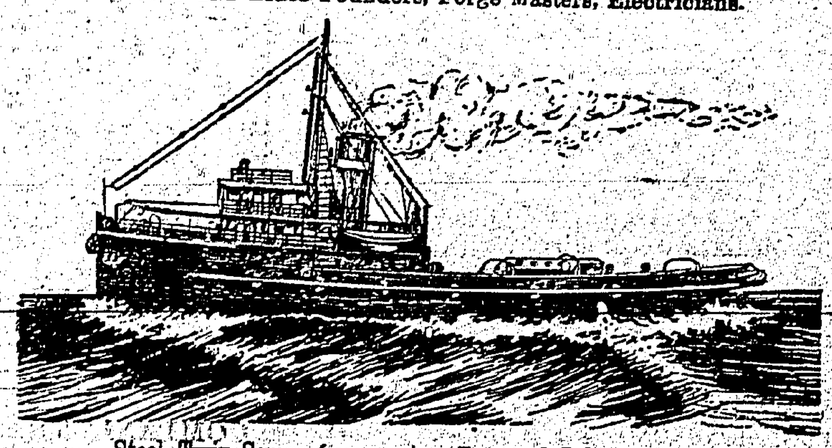


Steel Twin-Screw Ocean-going Tug and Salvage Steamer

"Henry Keswick"

Built, engined and equipped complete by The Hongkong & Whampoa Dock Co., Ltd., Hongkong for their own service, 1921. Length 165' B.P., Breadth 34' (m) Depth 17' (m) I.H.P. 2000. Fitted with electrically driven submersible and centrifugal pumps, air compressor, wireless, searchlight and all modern appliances for Salvage Work.

Please address enquiries to the Chief Manager:

R. M. DYER. B.Sc., M.I.N.A. KOWLOON DOCK, HONGKONG.

SHIPPING NEWS

ARRIVALS.

October 23rd.

Ah Pit Tai, Chinese str., 484 tons Capt. J. A. de Lemos, from Kwangchowwun, with a general cargo, lying at Yeung Tai Hing wharf.—Kwong O S.S. Co.

Morioka Maru, Japanese str., 3,093 tons, Capt. M. Murakami, from Singapore, with a general cargo, lying at buoy No. A6.—N.Y.K.

Tyndareus, British str., 7,172 tons, Capt. F. Adcock, from Manila, with a general cargo, lying at buoy No. A52. —B. & S.

October 24th.

Alexandra, British str., 4,278 tons, Capt. J. R. Scott, from Shanghai, with a general cargo, lying at buoy No. A2.—B. & S.

Hydrangea, British str., 561 tons, Capt. W. Brewer, from Swatow, with a general cargo, lying at Chiu On wharf.—Chiu On S.S. Co.

Kinugasa, British str., 1,535 tons, Capt. G. Morse, from Bangkok and Swatow, with a general cargo, lying at buoy No. B11.—B. & S.

Korea Maru, Japanese str., 6,100 tons, from Nagasaki, with a general cargo, lying at buoy No. A4.—T.K.K.

Kweisang, British str., 1,435 tons, Capt. D. Skinner, from Bangkok and Swatow, with a general cargo, lying at buoy No. C37.—J. M. & Co.

Kwangsang, British str., from Canton, lying at buoy No. B7.

Lake Gitano, American str., 1,612 tons, Capt. Bakeman, from Singapore and Singapore, with a general cargo, lying at buoy No. C36.—P.M.S.S. Co.

Laksang, British str., 979 tons, Capt. C. Alexandre, from Hoihow, with a general cargo, lying at buoy No. C35.—J. M. & Co.

Lochow, British str., from Canton, lying at buoy No. B9.

Mausang, British str., 2,063 tons, Capt. P. R. Gay Cuming, from Sandakan, with a general cargo, lying at Kowloon wharf.—J. M. & C.

Namoah, Portuguese str., 447 tons, Capt. A. C. Joanilli, from Tourane, with a general cargo, lying at buoy No. C42.—Chang Hing.

Porthos, French str., 7,830 tons, Capt. Malamsura, from Marseilles, with a general cargo, lying at buoy No. A5.—M.M.

Sinkiang, British str., 1,616 tons, Capt. C. W. Puckett, from Shanghai and Swatow, with a general cargo, lying at buoy No. B12.—B. & S.

Taisang, British str., 1,544 tons, Capt. T. Grant, from Swatow, with a general cargo, lying at buoy No. C19. —J. M. & Co.

Winghong, British str., 2,627 tons, Capt. E. G. Rapley, from Hongay, with a cargo of coal, lying at Kowloon Bay. —Williamson & Co.

CLEARANCES.

October 23rd.

Fengtai, for Saigon.
Haifoong, for Swatow.
Hailan, for Hoihow.
Patrick Henry, for Bangkok.
Taita Maru, for Canton.
Tungtsekiang, for Kongmoon.
Yuena, for Hoihow.

October 10th.

Alki Maru, for Singapore.
Chungking, for Canton.
Empress of Asia, for Shanghai.
Hafthur, for Bangkok.
Haiman, for Canton.
Hok Chanton, for Kwangchowwan.
Kuying, for Amoy.
Luchow, for Swatow.
Makin, for Canton.
Morioka Maru, for Moji.
New Mathilde, for Haiphong.
Paris Maru, for Singapore.
Porthos, for Shanghai.
Poolee, for Kwangchowwan.
President Jefferson, for Shanghai.
Reina, for Hoihow.
Shinshu Maru, for Canton.
Sinkiang, for Canton.
Soshu Maru, for Swatow.
Taisang, for Canton.
Tean, for Manila.
Weser, for Singapore.
West Iron, for Singapore.

PASSENGERS.

ARRIVALS.

Per s.s. *Hydrangea*, on October 24th:—Mr. G. Gassonn.

Per M.M. s.s. *Porthos*, on October 24th:—Mr. and Mrs. Zobel de Ayala, Mr. MacNeary, Mr. Ricard, Mrs. Best, Mr. Giraud, Mr. Bower, Mr. Causse, Mr. Legrand, Mr. Gascumanin, Mr. E. Hernando, Mr. Ortiz, Mr. Fernando, Mr. Corral.

DEPARTURES.

Per M.M. s.s. *Porthos*, on October 24th:—Mr. and Mrs. Bidwell, Mr. G. S. V. Bidwell, Miss M. Milne, Mr. D. S. Levy, Mr. Duffield, Mr. I. J. Elias, Mrs. E. Elian, Mrs. L. B. Santos, Mrs. B. Barres, Mr. E. Cuno.

Per s.s. *President Jefferson*, on October 25th:—Mr. and Mrs. Bright Fraser, Mr. and Mrs. V. Sterns, Mrs. F. W. Geisler, General Thos. L. Hartigan, Capt. W. I. Eisler, Mr. H. Evangelista, Mr. Geo. Finlay, Mr. Joson N. Leon, Miss Luisa Luciano, Mr. and Mrs. A. Brostedt, Mr. A. H. Carroll, Hon. Mr. Mr. R. H. Kotewall, Mrs. R. H. Kotewall, Mr. and Mrs. A. Rasmussan, Miss R. Rasmussen, Mr. G. H. O. Caulton, Mr. K. Tyson, Mr. A. Percy, Mr. H. MacHoy, Mr. and Mrs. J. Nieuwenhugo, Miss V. Capell, Mr. and Mrs. R. J. de Touche, Mr. L. S. Moon, Mr. and Mrs. D. W. Edwards, Mr. C. W. Harvey, Mr. A. M. Beaven, Mr. L. E. Hayes, Mr. E. M. Hayes, Mr. R. J. McHullen, Mr. O. R. Magill, Mr. W. P. Mills, Mr. A. G. Robinson, Dr. E. H. Hall, Mr. P. L. Gillett, Mr. W. R. Stewart, Mr. D. L. Kesley, Mr. A. J. Allen, Mr. E. W. Petit, Mr. Henry Cooper, General Tang Kwan Shan, Miss Tang, Mr. C. F. Hauss, Mrs. C. F. Hauss, Mr. Louis Freeman, Mr. G. Gassaun, and numerous Chinese passengers.

SHIPPING MOVEMENTS.

The R.M.S. *Empress of Russia*, from Hongkong on October 4th, arrived at Vancouver on October 22nd.

The s.s. *Thracia* (Blue Funnel), left Liverpool on the 17th inst., for Penang, Singapore, Hongkong, Shanghai and Japan, and is due here on or about Nov. 26th.

The s.s. *Calchas* (Blue Funnel), left Liverpool on the 20th inst. for Straits, Singapore, Hongkong, Shanghai and Japan, and is due here on or about Nov. 24th.

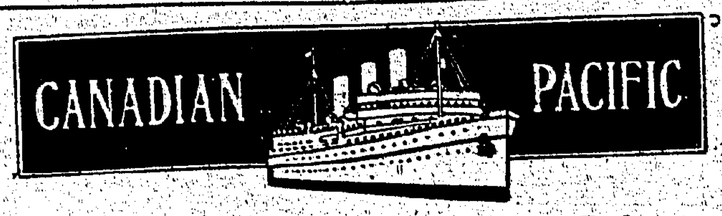
The s.s. *Kellerophon* (Blue Funnel), left Port Said on the 23rd inst. for Boston and New York.

VESSELS EXPECTED.

Bakersfield, due Oct. 27th.
Empress of Australia, due Oct. 31st.
Empress of Canada, due Nov. 5th.
Helenus (Blue Funnel), due Nov. 2nd.
Kyanza (P. & O.), due to-day, 6 a.m.
Persia Maru (T.K.K.), due Oct. 31st.
President Grant (Admiral Oriental), due October 27th.
Victoria, due Nov. 9th.

ELECTRICALLY-DRIVEN SHIPS.

In the Engineering Section of the British Association at Liverpool on Sept. 19th a paper by Mr. F. T. H. Clough on electric ship propulsion was read. Apart from the bearings, which, of course, could be film-lubricated, there were, said the author, no wearing parts in the electrical equipment, and provided that the equipment was properly designed it should have an almost indefinite life. Should repairs be necessary they could readily be carried out, and in most cases repairs could wait until the ship reached port. In naval vessels it was often desirable to run at full power, or at cruising speed. With electrical transmission this could be carried out by arranging that the motor should have two sets of poles which was equivalent to changing the gear ratio. Thus the turbines could be run at full speed when the ship was travelling at a reduced speed; and as the power was very much lower at the reduced speed of the ship some of the turbines might be shut down. This gave a very great gain in economy. This practice had been adopted on most of the American naval vessels. Electric transmission could also be usefully employed on Diesel ships. The advantages were that the engine could be subdivided up into smaller units, and could probably be run at higher speed. The engines could also be started up light, and, once started, might be left running even when the ship was standing still. The engines also did not require to run in reverse direction, as reversing could be done with the electrical equipment. In the case of the ships being built by Messrs. Cammell Laird and the B. T. H. Company for the United Fruit Company, a large amount of power was required for the refrigerating plant in addition to propelling the ship. In this case the Diesel engines were fitted with two sets of generators, one being used for propelling and the other for supplying power to the freezing plant. By using direct current machinery the engines could be run at full speed whatever speed the ship was running at, therefore full power was always available for the freezing plant.



HOME VIA CANADA

Hongkong to England

via Shanghai, Nagasaki, Kobe, Vancouver, Montreal & Quebec

	From Hongkong	Due Vancouver		From Canada	Due England
Empress Asia	Oct. 25	Nov. 12	Minnedosa	Nov. 21	Nov. 28
Empress Canada	Nov. 17	Dec. 3	Melita	Dec. 13	Dec. 20
Empress Russia	Nov. 29	Dec. 17	Minnedosa	Dec. 27	Jan. 3
Empress Australia	Dec. 21	Jan. 9	Marburn	Jan. 16	Jan. 23
Empress Asia	Jan. 10	Jan. 28	Montcalm	Feb. 8	Feb. 18
Empress Russia	Feb. 7	Feb. 25	Marlock	Mar. 7	Mar. 14
Empress Australia	Feb. 22	Mar. 12	Melita	Mar. 19	Mar. 26
Empress Asia	Mar. 13	Mar. 31	Montrose	Apr. 11	Apr. 18

Other Atlantic Sailings every few days to Liverpool, Southampton, Glasgow, Antwerp Cherbourg and Hamburg.
Allotment of Cabins on Atlantic steamers held here and through tickets issued.
Early reservation necessary.

Three Trans-continental Trains Daily.
Standard Sleeping Cars, Compartments & Drawing Rooms.

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First class throughout. Mono class steamers on the Atlantic.

HONGKONG TO SAN FRANCISCO.
VIA SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND HONOLULU.

STEAMERS	TONS.	LEAVE HONGKONG
TENYO MARU	22,000	Oct. 27th.
KOREA MARU	20,000	Nov. 5th.
SHINYO MARU (calling at Manila and Keelung)	22,000	Nov. 16th.
SIBERIA MARU (calling at Dairen)	20,000	Nov. 28th.

HONGKONG TO VALPARAISO.
VIA JAPAN, HONOLULU, HILO, SAN FRANCISCO, SAN PEDRO, MANZANILLO, BALBOA, CALLAO, MOLLENDO, ARICA AND IQUIQUE.
THENCE BY TRANS-ANDEAN ROUT TO BUENOS AYRES.

STEAMERS	TONS.	LEAVE HONGKONG
ANYO MARU	18,700	October 30th.
SEIYO MARU	14,000	December 4th.
RAKUYO MARU	18,570	January 15th.

JAPAN-HONGKONG-JAVA SERVICE.
between
OSAKA, KOBE, MOJI, DAIREN, HONGKONG, BATAVIA, SAMARANG AND SOURABAYA.

STEAMER	DESTINATION	LEAVE HONGKONG
PERSIA MARU	(Batavia, Samarang & Sourabaya),	November 2nd.

NEW YORK LINE. (Freight only.)
VIA JAVA AND SUEZ.

STEAMER	LEAVE HONGKONG
BIYO MARU	End of November or Early December.

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FREIGHT AND PASSENGER
THE NEW FAST AMERICAN STEAMERS TO
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SHANGHAI—KOBE—YOKOHAMA.

"PRESIDENT JEFFERSON"	Oct. 25th.
"PRESIDENT GRANT"	Nov. 6th.
"PRESIDENT MADISON"	Nov. 18th.
"PRESIDENT McKINLEY"	Nov. 30th.

TO EUROPE—£120—£112—£110

First Class on the Pacific. First Class on American or Canadian Railways. First Class and Monoclass and Second Class on the Atlantic. Choice of Trans-Continental Railways. Any Line on the Atlantic. Through Accommodations and Booking Arranged.

TO MANILA

"PRESIDENT GRANT"	Oct. 28th.
"PRESIDENT MADISON"	Nov. 9th.

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KEELUNG, HONGKONG & HAIPHONG.
SAILING FROM HONGKONG.

For HAIPHONG via Hoihow & Pakhoi
s.s. "NANYO MARU No. 1" ... ...on or about 5th Nov.
For KEELUNG via Swatow & Amoy
s.s. "TAIKWA MARU" ... ...on or about 2nd Nov.

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Spanish Royal Mail Line
For MANILA, SINGAPORE, COLOMBO, SUEZ, PORTSAID, BARCELONA and other SPANISH PORTS.

S.S. "LEGAZPI"	1st Nov.
S.S. "C. LOPEZ Y. LOPEZ"	19th Dec.

For SHANGHAI, NAGASAKI, KOBE & YOKOHAMA.

S.S. "C. LOPEZ Y. LOPEZ"	1st Dec.

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TRANS-PACIFIC SERVICE
FAST NEW AMERICAN STEAMERS TO
SAN FRANCISCO
via
SHANGHAI, KOBE, YOKOHAMA & HONOLULU.

S.S. "PRESIDENT PIERCE" ... ... Wednesday, Nov. 7th.
S.S. "PRESIDENT LINCOLN" ... ... Wednesday, Nov. 21st.

Sailing and Fares subject to Change Without Notice.

LOW FARES TO EUROPE
LOCAL EQUIVALENT OF
£120 £112 £110
WITH STOP OVER PRIVILEGES AT PORTS OF CALL AND POINTS IN UNITED STATES.

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HONGKONG—MANILA

S.S. "PRESIDENT PIERCE" ... ... Monday, Oct. 29th.
S.S. "PRESIDENT LINCOLN" ... ... Monday, Nov. 12th.
S.S. "PRESIDENT TAFT" ... ... Monday, Dec. 3rd.

HONGKONG—CALCUTTA
FREIGHT ONLY
CALCUTTA via SINGAPORE, PENANG & RANGOON.

S.S. "LAKE GITANO" ... ... November 2nd, at 5 p.m.

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Through Bills of Lading issued to all Overland common Points in U.S.A. and Canada.
Through passage rates to Europe via America G.$405, G.$420, G.$440

IYO MARU ... ... Sunday, 4th Nov., at 11 a.m.
SHIDZUOKA MARU ... ... Tuesday, 20th Nov.

MARSEILLES, LONDON & ANTWERP via Singapore, &c.
KITANO MARU ... ... Wednesday, 31st Oct., at 11 a.m.
HAKUSAN MARU ... ... Wednesday, 7th Nov.

HAMBURG via LONDON & ROTTERDAM.
LIVERPOOL via MARSEILLES & VALENCIA.
LYONS MARU ... ... Wednesday, 31st Oct

SYDNEY & MELBOURNE via Manila, &c.
MISHIMA MARU ... ... Friday, 2nd Nov., at 11 a.m.
AKI MARU ... ... Wednesday, 14th Nov., at 11 a.m.

NEW YORK & BOSTON via PANAMA.
TAKETOYO MARU ... ... Thursday, 1st Nov.

BUENOS AIRES via Singapore, Durban & Cape Town.
KANAGAWA MARU (calling Delagoa Bay) ... Friday, 26th Oct.

BOMBAY via Singapore and Colombo.
MALACA MARU ... ... Wednesday, 31st Oct.

CALCUTTA via Singapore, Penang & Rangoon.
CALCUTTA MARU ... ... Sunday, 4th Nov.

NAGASAKI, KOBE & YOKOHAMA.
TANGO MARU ... ... Thursday, 22nd Nov.

SHANGHAI, KOBE & YOKOHAMA

ATSUTA MARU ... ... Wednesday, 7th Nov.
HOLLAND MARU ... ... Wednesday, 7th Nov.
PENANG MARU ... ... Sunday, 11th Nov.

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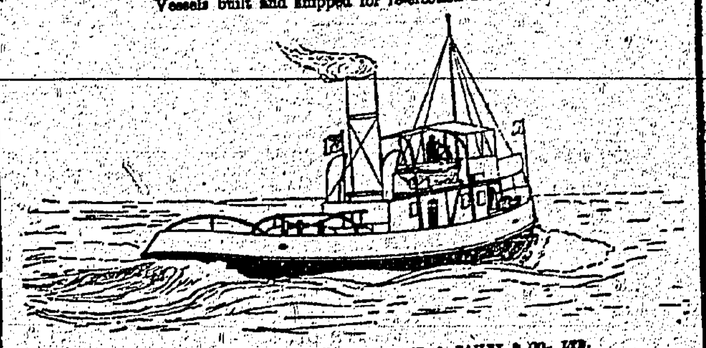

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ELLERMAN & BUCKNALL STEAMSHIP COMPANY, LTD.

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"CITY OF HANKOW" .....10th November.....Havre, London, Rotterdam & Hamburg.

PASSENGER SERVICE.

"CITY OF PARIS"	13rd November	Shanghai and Japan.	
"CITY OF KARACHI"	4th December	Marseilles & London.	
"CITY OF PARIS"	2nd January	Do.	
"CITY OF CANTERBURY"	21st Ferbuary	Do.	
"CITY OF YORK"	30th March	Do.	
"CITY OF CAIRO"	18th April	Do.	

FARES TO LONDON.

SINGLE	1st Class	"A"...£ 92.	"B"...£ 84.	2nd Class	"A"...£ 69.	"B"...£56.
RETURN	"	"A"... 161.	"B"... 147.	"	"A"... 103.	"B"... 98.

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Sailings from Hongkong.

s.s.	"ALCINOUS"	...via Suez Canal	25th Oct.
s.s.	"CITY OF ORAN"	...via Suez Canal	4th Nov.
s.s.	"TEUCER"	...via Suez Canal	15th Nov.
s.s.	"AJAX"	...via Suez Canal	25th Nov.

Steamers proceed via Suez Canal or Panama Canal at Owners' option.

Subject to change without notice.

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Mail Steamers.	Next Sailings from Marseilles.	Prs. Arr. at Hkg. and Sailing for S'hai. and Japan.	Probable Sailing from Hongkong for Marseilles.
ANGERS	—	—	30th Oct.
CHILI	—	—	13th Nov.
PORTHOS	—	—	27th Nov.
ANGKOR	5th Oct.	7th Nov.	11th Dec.
CHAMBORD	19th Oct.	22nd Nov.	25th Dec.
PAUL LECAT	2nd Nov.	9th Dec.	8th Jan., 1924.
ANDRE LEBON	16th Nov.	20th Dec.	22nd Jan., "

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(Including Table Wine and Free Doctor's Attendance).

A CLASS STEAMERS { 1st Class.....£ 95. 0s. 0d. / 2nd " .....£ 68. 0s. 0d }
B CLASS STEAMERS { 1st Class.....£ 89. 0s. 0d. / 2nd " .....£ 62. 0s. 0d. }

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Telephone: Central 740. 3, QUEEN'S BUILDING.
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REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodation for First-Class Passengers, Electric Light and Fans in staterooms, Saloons and Excellent cuisine.

FOR

SWATOW, AMOY & FOOCHOW

AND RETURN

(Occupying 9 or 10 Days)

HAICHING ...	Capt. J. S. Thomsen	Sunday,	28th Oct., at 10 a.m.
HAIHONG ...	Capt. W. C. Passmore	Tuesday,	30th Oct., at 1 p.m.
HAIFOONG ...	Capt. Ellis Walker	Friday,	2nd Nov. at 1 p.m.

Arrival and Departures from the Company's Wharf (near Blake Pier).

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DOUGLAS LAPRAIK & CO.,
General Manager. 18

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No. 14, PEDDER STREET, HONGKONG

P. & O., British India Apcar and Eastern & Australian Lines

COMPANIES Incorporated In ENGLAND.

MAIL AND PASSENGER SERVICES

STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF, WEST INDIES, MAURITIUS, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING NEW ZEALAND & QUEENSLAND PORTS, RED SEA, EGYPT, EUROPE, ETC.

PENINSULAR & ORIENTAL FORTNIGHTLY DIRECT ROYAL MAIL STEAMERS.

(Under Contract with H.M. Government.)

S.S.	TONS	From Hongkong (about)	Destination
"CALEDONIA"	7,622	2nd Nov., Midnight	B'bay., Mars., Gib., L'don. & A'werp
"NELLORE"	6,853	6th Nov.	Mars., London, Antwerp & R'dam.
"SICILIA"	6,813	14th Nov.	S'pore., Penang, Colombo & Bombay
"MALWA"	10,341	16th Nov.	Mars., Gib., London & Antwerp.
"NYANZA"	7,023	24th Nov.	Mars., L'don., A'werp & R'dam.
"KALYAN"	9,062	30th Nov.	Marseilles, London & Antwerp.
"SOUDAN"	6,695	13th Dec.	S'pore., Penang, Colombo & B'bay.
"DEVANHA"	8,092	14th Dec.	Mars., London & Antwerp.
"KAISAR-I-HIND"	11,430	28th Dec.	B'bay., Mars., Gib., L'don. & A'werp

1924.

"KHIVA"	9,097	11th Jan.	MARSEILLES & LONDON via Usual Ports of Call.
"MACEDONIA"	11,089	25th Jan.	
"KASHGAR	8,840	8th Feb.	do.
"MOREA"	10,911	22nd Feb.	do.
"FARMALA"	9,088	7th March	do.
"NALDERA"	15,993	21st March	do.
"DELTA"	8,037	4th April	do.
"CHINA"	7,952	18th April	do.
"KALYAN"	9,062	2nd May.	do.
"KASHMIR"	8,960	16th May.	do.
"KHIVA"	9,097	30th May	do.

BRITISH INDIA - APCAR SAILINGS

"TORILLA"	5,205	4th Nov.	Singapore, Penang & Calcutta.
"JAPAN"	6,052	14th Nov.	do.

EASTERN & AUSTRALIAN SAILINGS (South)

"ST. ALBANS"	4,500	3rd Nov.	Manila, Thursday, Island, Townsville, Brisbane, Sydney & Melbourne.
"EASTERN"	4,000	1st Dec.	
"ARAFURA"	6,000	5th Jan.	

Freight connections from Australia with the following:—
The Union SS. Co.'s Steamers to the United Kingdom via New Zealand, Vancouver [San Francisco, etc.
The P. & O. Royal Mail Steamers to London via Suez Canal.
The P. & O. Branch Service of Steamers to London via the Cape
The New Zealand Shipping Co.'s Steamers for Southampton and London via Panama Cana

SAILING TO SHANGHAI & JAPAN

"NYANZA"	7,023	26th Oct., Noon.	Shanghai, Moji & Kobe.
"SICILIA"	6,813	2nd Nov.	Shanghai.
"DEVANHA"	8,092	3rd Nov	Shanghai, Moji & Kobe.
"EASTERN"	4,000	6th Nov.	Moji & Kobe.
"KAISAR-I-HIND"	11,430	17th Nov.	Shanghai, Moji & Kobe.
"SOUDAN"	6,695	30th Nov.	Shanghai.
"KHIVA"	9,097	1st Dec.	Shanghai, Moji & Kobe.

All dates are approximate and subject to alteration without notice.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

Passengers for Rangoon must defray their own Hotel expenses at Singapore while awaiting the on carrying steamer.

First Saloon Passengers may travel by B.I.S.N. Company's Steamers between Singapore and Calcutta or Singapore and Madras in lieu of the section of their P. & O. Tickets Singapore to Colombo.

All Cabins are fitted with Electric Fans free of charge.

Parcels Measuring not more than 2½ ft. x 2 ft. x 1 will be received at the Company's Office up to Noon on the day previous to sailing.

For Further Information Passage Fares, Freights Handbooks, etc., apply to—

MACKINNON, MACKENZIE & CO.,
22, Des Voeux Road Central, HONGKONG. Agents. 1

PRINCE LINE FAR EAST SERVICE

Regular Sailings to Boston and/or New York by fast freight steamers.

For BOSTON and NEW YORK

S.S. "SLAVIC PRINCE" ... ... on 4th November.
S.S. "EASTERN PRINCE" ... ... on 25th November.

For Freight and full particulars apply to—

FURNESS (FAR EAST) LIMITED,
Telephone: Central 3125 (Incorporated in Great Britain)
Telegrams (Farnprince) St. George's Building [21

O. S. K.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION

LONDON, HAMBURG, ROTTERDAM & ANTWERP—via Singapore Colombo, Suez and Port Said.
"LONDON MARU" ... ... Saturday, 3rd Nov.

RIO DE JANEIRO, SANTOS, & BUENOS AIRES—via Saigon Singapore, Colombo, Durban and Capetown.
"CANADA MARU" (Calls at Montevideo)... ... Friday, 2nd Nov.

BOMBAY via Singapore and Colombo.
"CELEBES MARU" (Calls at Penang) ... ... Sunday, 4th Nov.
"SUMATRA MARU ... ... Tuesday, 20th Nov.

SAIGON, SINGAPORE & BANGKOK.
"BUSHO MARU" ... ... Thursday, 1st Nov.

CALCUTTA via Singapore & Rangoon.
"INDO MARU" ... ... Wednesday, 14th Nov.

VICTORIA, SEATTLE, TACOMA & VANCOUVER via Shanghai and Japan Ports.
"ALABAMA MARU" ... ... Wednesday, 21st Nov.

NEW YORK via Japan Ports, San Francisco and Panama.
"HAVANA MARU" ... ... Beginning of Nov.

JAPAN PORTS—Moji, Kobe, Osaka, Yokkaichi & Nagoya.
"AMUR MARU" (Calls at Shanghai) ... ... Thursday, 25th Oct.
"ARGUN MARU" ... ... Sunday, 28th Oct.

KEELUNG via SWATOW & AMOY.
"AMAKUSA MARU" ... ... Sunday, 28th Oct., 10 a.m.
"KAIJO MARU" ... ... Sunday, 4th Nov., 10 a.m.

TAKAO via SWATOW & AMOY.
"SOSHU MARU" ... ... Thursday, 25th Oct. 8 a.m.

TAKAO & KEELUNG.
"BATAVIA MARU" ... ... Saturday, 3rd Nov.

For further particulars please apply to—

OSAKA SHOSEN KAISHA,
Gen. Agts. K. SHIMA, Manager. [2

CHINA NAVIGATION CO., LIMITED.

SAILINGS SUBJECT TO ALTERATIONS.

Ports	Steamer	Date of Departure
AMOY, SWATOW & SINGAPORE ...	"KAYING"	... On 25th Oct., D.L.
SWATOW & SHANGHAI	"LUCHOW"	... On 25th Oct., 10 a.m.
SHANGHAI, CHEFOO & NEWCHWANG	"NANNING"	... On 26th Oct., D.L.
SHANGHAI & TSINGTAO	"SINKIANG"	... On 27th Oct., D.L.
SHANGHAI	"CHENGTU"	... On 27th Oct., 11 a.m.
SWATOW & SHANGHAI	"SZECHUEN"	... On 28th Oct., 10 a.m.
HOIHOW, PAKHOI & HAIPHONG ...	"YUNNAN"	... On 28th Oct., 11 a.m.
AMOY & SHANGHAI	"SUIYANG"	... On 30th Oct., D.L.
SWATOW & BANGKOK	"KIANGSU"	... On 30th Oct., 10 a.m.
SHANGHAI	"NANCHANG"	... On 30th Oct., 4 p.m.
HOIHOW & SINGAPORE	"CHINHUA"	... On 31st Oct., 10 a.m.
MANILA	"TAMING"	... On 31st Oct., 4 p.m.
CHEFOO & NEWCHWANG	"HUNAN"	... On 3rd Nov., D.L.
WEIHAIWEI, DALNY & NEWCHWANG	"TIENTSIN"	... On 4th Nov., D.L.
SWATOW & SINGAPORE	"CHENAN"	... On 4th Nov., 4 p.m.

SHANGHAI LINE.—Excellent Saloon accommodation amidships, with Electric Fans fitted. Regular service four times weekly between Canton, Hongkong and Shanghai, leaving Hongkong Sundays (via Swatow and extending to Foochow), Tuesdays (via Amoy) Thursdays (via Swatow) and Saturdays (direct extending to Tsingtao). Cargo taken on through Bs/Lading to all Yangtsze and North China ports. Passengers for Shanghai do not require to tranship at Woosung.

BANGKOK LINE.—Regular weekly service leaving Hongkong Tuesdays to and from Bangkok via Swatow maintained by new "K" class steamers, attractively fitted for passengers, with double and single-berth cabins.

For Freight or Passage apply to— BUTTERFIELD & SWIRE (JOHN SWIRE & SONS, LTD.) Agents.

TELEPHONE CENTRAL 33.

CARGO & PASSAGE CAN BE ISSUED AT THE OFFICE OF BUTTERFIELD & SWIRE (John Swire & Sons, Ltd.)

AUSTRALIAN ORIENTAL LINE

HONGKONG TO PHILIPPINES AND AUSTRALIAN PORTS.

SAILING SUBJECT TO ALTERATION.

Steamer	Arr. Hongkong from Australia	Leave H'kong for Manila, Sandakan, Thurs. Is. & Aus. Ports
"CHANGSHA" ...	—	14th November, 4 p.m.

This Steamer is fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice Fresh Provisions, etc., and has superior accommodation Electric Light throughout and Electric Fans in the State-Rooms. A duly qualified Doctor is carried. Reduced Fares, Cargo booked through to all Australian, New Zealand & Tasmanian Ports

For freight and passage apply to— BUTTERFIELD & SWIRE (JOHN SWIRE & SONS, LTD.) Agents.
Telephone Central No. 33.

DODWELL & CO., LIMITED

NEW YORK BERTH

For BOSTON & NEW YORK via SUEZ

s.s. "BOLTON CASTLE" ... ... sailing on or about 12th Nov.

LLOYD TRIESTINO.

TAKING CARGO FOR GENOA, NAPLES, VENICE, TRIESTE AND ALL OTHER ITALIAN PORTS, ALSO CARGO ON THROUGH BILLS OF LADING FOR LEVANT, BLACK SEA & DANUBE PORTS.

FIUME having been re-opened for traffic, cargo is also accepted for this port on through Bills of Lading.

VESSELS HAVE ACCOMMODATION FOR SALOON PASSENGERS.
REDUCED FARE FROM HONGKONG TO ITALIAN PORTS £66.

FOR SHANGHAI, YOKOHAMA & KOBE.

s.s. "FIUME-L" ... ... sailing on or about 31st Oct.
s.s. "DUCHESSA D'AOSTA" ... ... sailing on or about 2nd Dec

FOR BRINDISI, VENICE & TRIESTE
Via SINGAPORE, PENANG & COLOMBO.

s.s. "VENEZIA" ... ... sailing on or about 6th Nov.
s.s. "FIUME-L" ... ... sailing on or about Beginning Dec.

NATAL LINE OF STEAMERS.

From CALCUTTA and COLOMBO to SOUTH AFRICAN PORTS.

s.s. "UMZINTO" ... ... sailing from Calcutta on or about 1st Dec.
From Calcutta and Colombo
Regular Passenger and Cargo Service to South African Ports.
Through Bills of Lading issued from Hongkong.

For Freight or Passage on any of the above Lines apply to:—

DODWELL & CO., LIMITED,
Telephone Central 1030. Agents.

STRUTHERS & BARRY

OPERATING U.S. GOVERNMENT SHIPS.

EXPRESS FREIGHT SERVICE.

TO LOS ANGELES AND SAN FRANCISCO FROM HONGKONG BY DIRECT ROUTE.

U.S.S.B. "Mursa" ... ... Due Hongkong 31st Oct.
Leave Hongkong 1st Nov.
U.S.S.B. "West Cactus" ... ... Due Hongkong 6th Nov.
Leave Hongkong 7th Nov.

CARGO ACCEPTED FOR TRANSHIPMENT AT SAN FRANCISCO TO WEEKLY SAILINGS FOR ATLANTIC SEABOARD PORTS. THROUGH BILLS OF LADING ISSUED TO U.S. AND CANADIAN OVERLAND POINTS.

TO SINGAPORE.

THROUGH BILLS OF LADING ISSUED TO ALL PORTS NOT SERVED.

TO MANILA AND P. I. PORTS.

U.S.S.B. "West Sequoia" ... ... Due Hongkong 16th Nov.
Leave Hongkong 19th Nov.

FOR FULL INFORMATION APPLY TO
STRUTHERS AND BARRY.
1st Floor, Queen's Building.
Phone General No. 3002.

L. EVERETT, General Agent for JAPAN-CHINA-PHILIPPINES, INDO-CHINA-STRAITS & JAVA.
H. E. CASE, Res. Agent [22

POST OFFICE NOTICE.

INWARD MAILS.

From	Per	Due
Straits	*Nyanza*	25th Oct.
Shanghai	*Ssechuen*	25th Oct.
London letters via Brindisi (23th Sept.) & via Negapatam (27th Sept.) ...	*Glaucus*	26th Oct.
U.S.A., Canada, Japan and Shanghai	*Pres. Grant* ...	27th Oct.
Shanghai	*Suiyang*	27th Oct.
Europe via Negapatam (Papers only, (London 27th Sept.)	*Kutsang*	28th Oct.
London Parcel (25th Sept.)	*Devanha*	2nd Nov.
Australia & Manila	*Victoria*	9th Nov.

OUTWARD MAILS

For	Per	Date.
Shanghai, Japan, Canada, U.S.A. Central and South America and EUROPE via VANCOUVER, B.C.—due Vancouver, 12th Nov.	*Empress of Asia*	Thursday, 25th, Registration Letters 9.15 A M 10.00 A M
Fort Bayard	*Ah Pit Tai* ...	2.00 P M
Swatow	*Hydrangea* ...	2.30 P M
Shanghai	*Nanning* ...	5.00 P M
Shanghai	*Nyanza*	Friday 26th 10.30 A M
Manila	*Mingsang* ...	2.00 P M
Bangkok	*Bintang*	4.30 P M
		Parcels 28th, 5.00 P M
Japan, Canada, U.S.A., Central & South America & *EUROPE via Victoria, B.C.—due Victoria, 19th Nov.... ...	*Tyndareus* ...	Saturday, 27th, Registration, 9.45 A M Letters 10.30 A M
Hoihow and Haiphong	*Loksang*	Saturday, 27th, 8.30 A M
Shanghai, *Japan, Honolulu, *Canada, *U.S.A., *Central & *South America & *EUROPE via San Francisco—due San Francisco, 23rd Nov.	*Tenyo Maru* ...	Registration 9.15 A M Letters 10.00 A M
Java via Batavia	*Tjimanock* ...	10.00 A M
Straits	*Van Overstraten*	2.00 P M
Shanghai	*Tjikembang* ...	3.30 P M
Straits	*Aleinous*	5.00 P M
Manila	*Pres. Grant* ...	Sunday, 28th, 9.00 A M
*Swatow, *Amoy and Formosa	*Amakusa Maru*	9.00 A M
Swatow, Amoy and Foochow	*Haiching*	9.00 A M
Saigon, *Straits, Ceylon, Mauritius, L. Marques, South Africa, India via Dhanushkodi, Aden, Egypt and Europe via Marseilles—due Marseilles, 1st Dec.	*Angers*	Tuesday, 30th, Registration 9.45 A M Letters 10.30 A M
Japan	*Anyo Maru* ...	10.00 A M
Straits	*Atreus*	10.00 A M
Swatow, Amoy and Foochow	*Haihong*	Noon
Straits	*Memnon*	Wednesday, 31st. 9.30 P M NOVEMBER
Straits, Ceylon, Mauritius, L. Marques, S. Africa, India via D'kodi., Egypt & Europe via Marseilles—due Marseilles 1st Dec.	*Kitano Maru* ...	Thursday, 1st, Registration 8.45 A M Letters ... 9.30 A M
Swatow, Amoy and Foochow	*Haifoong*	Friday, 2nd, Noon
Straits, Ceylon, Mauritius, L. Marques, South Africa, India via Dhanushkodi, Bombay, Aden, Egypt & EUROPE via MARSEILLES—due Marseilles, 1st Dec.—Ship sails at midnight, 2nd Nov.	*Caledonia* ...	Parcels 1st, 5.00 P M Friday, 2nd. Registration, 5.00 P M Letters 5.00 P M
Manila, Australia (except North Queensland & Northern Territory) & New Zealand via Brisbane due Brisbane about 18th Nov.	*Mishima Maru*	Friday, 2nd, Registration 8.45 A M Letters 9.30 A M

*Correspondence bearing vessel's name only.

COMMERCIAL.

OPENING QUOTATIONS.

24th October, 1923.

On London.—	
Telegraphic Transfer ...	...2/3½
Bank Bills, on demand ...	...2/3 5/16
Bank Bills, at 30 days' sight ...	—
Bank Bills, at 4 months' sight	2/3½
Credits, at 4 months' sight	...2/4 1/16
Documentary Bills, 4 months' sight	...2/4 3 16
On Paris.—	
Bank Bills, on demand ...	... 885
Credits, 4 months' sight	... 945
On New York.—	
Bank Bills, on demand... ...	... 51½
Credits, at 30 days' sight	... 52½
On Bombay.—	
Telegraphic Transfer ...	163½
Bank Bills, on demand...	
On Calcutta.—	
Telegraphic Transfer ...	163½
Bank Bills, on demand ...	
On Shanghai.—	
Bank Bills at sight ...	nom.
Private, 30 days sight ...	
On Yokohama.—On demand ...	104½
On Manila.—On demand ...	102½
On Singapore.—On demand ...	97½
On Batavia.—On demand ...	123
On Haiphong.—On demand	nom
On Saigon.—On demand ...	
On Bangkok.—On demand ...	... 81½
Sovereign, Bank's Buying rate	...$ 8.57
Gold Leaf, 100 fine, per tael	... 49.4
Bar Silver, per oz. ...	... 32 13/16

HONGKONG AND SHANGHAI BANKING CORPORATION.

Head Office: Hongkong.

Authorised Capital $50,000,000
Issued and Fully Paid-up.. $20,000,000
Reserve Funds:—
Sterling £4,500,000
Silver $24,500,000
Reserve Liability of Proprietors $20,000,000

Court of Directors:

Hon. Mr. A. O. Lang—Chairman.
D. G. M. Bernard, Esq.—Deputy Chairman.

A. H. Compton, Esq.	W. L. Pattenden, Esq.
G. M. Dodwell, Esq.	J. A. Plummer, Esq.
G. T. M. Edkins, Esq.	N. L. Watson Esq.
Hon. Mr. P. H. Holyoak.	H. P. White, Esq.

Chief Manager:
Hon. Mr. A. G. Stephen

Acting Manager: Hongkong—
J. McArthur, Esq.
Manager: Shanghai—G. H. Stitt, Esq.

London Bankers:
WESTMINSTER BANK, LTD.

CURRENT ACCOUNTS opened in LOCAL CURRENCY and FIXED DEPOSITS received for one year or shorter periods in Local Currency and Sterling on terms which will be quoted on application.

Hongkong, 18th October, 1923. [27

HONGKONG SAVINGS BANK.

THE business of the above Bank is conducted by the HONGKONG & SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed on the Minimum Monthly Balances at 2½ per cent. per annum.

For the Hongkong & Shanghai Banking Corporation,
A. G. STEPHEN,
Chief Manager

Hongkong, 14th November, 1912. [28

CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

Incorporated by Royal Charter, 1853
Head Office—London.

Paid-up Capital £3,000,000
Reserve Fund £3,800,000
Reserve Liability of Proprietors £3,000,000

FOREIGN EXCHANGE and General Banking business transacted.

CURRENT ACCOUNTS opened and FIXED DEPOSITS received for 1 year or shorter periods at rates which will be quoted on application.

A. H. FERGUSON,
Manager.

Hongkong, May 8th, 1922. [31

THE BANK OF TAIWAN, LIMITED.

(Taiwan Ginko.)
Incorporated by Special Imperial Charter, 1899.

Capital Subscribed .... Yen 60,000,000
Capital (Paid-up) ..... Yen 52,500,000
Reserve Funds ..... Yen 12,980,000

HEAD OFFICE:—TAIPEH, FORMOSA.

BRANCHES:

JAPAN:—Tokyo, Yokohama, Kobe, Osaka, Moji.
FORMOSA:—Giran, Kagi, Karenko, Keelung, Makung, Nanto, Pinan, Shinchiku, Taichu, Tainan, Takow, Tamsui, Tohyen, Ako.
CHINA:—Shanghai, Hankow, Kiukiang, Amoy, Foochow, Swatow, Canton.
OTHERS:—Hongkong, Bangkok, Singapore, Soerabaya, Samarang, Batavia, Bombay, London, New York.

LONDON BANKERS:
London Counties Westminster and Parr's Bank.

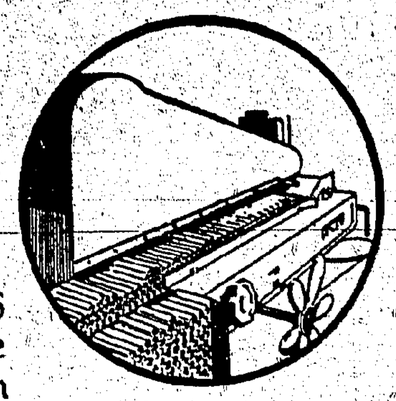
The Bank has Correspondents in Commercial Centres in the European Continent, Russia, Manchuria, Tsingtao, Japan, Indo-China, Siam, India, Philippine Islands, Java and other Dutch Indies, Australia, America, &c.

Interest allowed on Current Accounts and Fixed Deposits at rates which will be quoted on application.

S. KONDOH,
Manager.

Hongkong Branch,
4, Des Vœux Road,
Hongkong, 15th September, 1923.

HYGIENIC
MACHINE-MADE
Cigarettes



OBVIOUSLY
MACHINE-MADE CIGARETTES
are more HYGIENIC and more
CONSISTENTLY WELL MADE than
those made by any other process.

In the manufacturing of "CAPSTAN" Cigarettes for instance,

POINT No. 1
Pure dust-free tobacco leaf is fed to Modern Machines in Model Factories and no soiled human hand comes into contact with the cigarette during the process of manufacture.

POINT No. 2
Machine-Made Cigarettes are uniformly well made. Each paper receives its proper quota of tobacco leaf and is rolled to the correct degree of "tightness." This Uniformity is impossible to attain under any other process.

"CAPSTAN"
THE COOL HYGIENIC SMOKE

ASK THE MAN WHO KNOWS!

This advertisement is issued by the British-American Tobacco Co. (China), Ltd.

THE BLUE FUNNEL LINE

REGULAR AND FAST FREIGHT AND PASSENGER SERVICES

LONDON SERVICE
(DIRECT).

"ATREUS"	30th Oct.	London, Rotterdam & Hamburg.
"TEIRESIAS"	6th Nov.	London, Rotterdam & Hamburg.
"ADRASTUS"	13th Nov.	London, Rotterdam & Antwerp.
"MACHAON"	20th Nov.	London, Rotterdam & Hamburg.

LIVERPOOL SERVICE
(DIRECT or via CONTINENTAL PORTS).

"MEMNON"	30th Oct.	Genoa, Marseilles, Liverpool & Glasgow.
"EURYPYLUS"	1st Nov.	Marseilles, Harve, Liverpool & Glasgow.
"OANFA"	20th Nov.	Genoa, Marseilles, Liverpool & Glasgow.

PACIFIC SERVICE
(via KOBE and YOKOHAMA).

"TYNDAREUS"	27th Oct.	Victoria, Seattle & Vancouver.
"PROTESILAUS"	20th Nov.	

NEW YORK SERVICE
(via SUEZ or PANAMA).

"ALCINOUS"	27th Oct.	via Suez and Boston.
"TEUCER"	15th Nov.	via Suez and Boston.

PASSENGER SERVICE

"TEIRESIAS"	6th Nov.	for Singapore & London
"SARPEDON"	12th Nov.	for Shanghai.
"SARPEDON"	11th Dec.	for Singapore, Marseilles & London
"PATROCLUS"	8th Jan.	for Singapore, Marseilles & London
"MENTOR"	12th Feb.	for Singapore & London.

FOR FREIGHT, PASSAGE RATES AND ALL INFORMATION APPLY TO
BUTTERFIELD & SWIRE
(John Swire & Sons, Ltd.),
AGENTS.

THE MERCANTILE BANK OF INDIA, LIMITED.

Head Office:
15, Gracechurch Street, London, E.C.3.

Authorised Capital £3,000,000
Subscribed Capital £1,800,000
Paid-up Capital £1,050,000
Reserve Fund £1,200,000

BANKERS
The Bank of England,
The London Joint City & Midland Bank, Ltd.

BRANCHES:

Bangkok	Galle	Kuala Lumpur
Batavia	Hongkong	Madras
Bombay	Howrah	New York
Calcutta	Kandy	Penang
Colombo	Karachi	Port Louis (Mauritius)
Delhi	Kota Bharu	
Rangoon		
Shanghai		
Simla		
Singapore		

HONGKONG BRANCH:
Every description of Banking and Exchange business transacted.
INTEREST allowed on Current Accounts to 2 per cent. per annum on Daily Balance and on Fixed Deposits at rates that may be ascertained on application.

N. C. WILSON,
Manager.

7, Queen's Road Central,
Hongkong, September 28th, 1923. [30

BANQUE DE L'INDO-CHINE, PARIS.

Head Office: 96, Boulevard Haussmann, Paris.

Subscribed Capital...Frs. 72,000,000.00
Paid-up Capital .....Frs. 63,400,000.00
Reserve Fund .....Frs. 59,667,223.54

BRANCHES:

Bangkok	Hongkong	Saigon
Battambang	Mengtse	Shanghai
Canton	Noumea	Singapore
Djibouti	Papeete	Tientsin
Haiphong	Peking	Tourane
Hankow	Pnom Penh	Yunnanfu
Hanoi	Pondicherry	

BANKERS:

IN FRANCE: Comptoir National d'Escompte de Paris; Crédit Lyonnais; Banque de Paris et des Pays-Bas; Crédit Industrial et Commercial; Societe Générale.
IN LONDON: The National Provincial and Union Bank of England, Ltd.; Comptoir National d'Escompte de Paris; Crédit Lyonnais.
IN NEW YORK: J. P. Morgan and Co., French-American Banking Corporation; Guaranty Trusty Co., of New York.

Interest allowed on Current Accounts and Fixed Deposits according to arrangement.

Every description of banking and exchange business transacted.

C. E. GOY,
Acting Manager.

Hongkong, October 1st, 1923. [32

THE BANK OF EAST ASIA, LIMITED.

HEAD OFFICE:—
No. 10, Des Vœux Road C.,
HONGKONG.
Established 1919.

Authorised Capital $10,000,000.00
Paid-up Capital 5,000,000.00
Reserve Fund 500,000.00

DIRECTORS:

Mr. Pong Wai Ting, Chairman,	
Mr. Chow Shou Son,	Mr. Huynh Tai,
Mr. Li Koon Chun,	Mr. Mok Ching Kong.
Mr. Fung Ping Shan,	Mr. Wong Yun Tong
Mr. P. K. Kwok,	Mr. Chan Ching Shek
Mr. Kan Chiu Nam,	Mr. Ng Chang Lok.

Chief Manager ... Mr. Kan Tong Po,
Asst. Manager ... Mr. Li Tse Fong.

BRANCHES & AGENCIES:—	
LONDON	NEW YORK
PARIS	SAN FRANCISCO
SHANGHAI	YOKOHAMA
KOBE	SAIGON
NAGASAKI	PENANG
SINGAPORE	HANKOW
TIENTSIN	BATAVIA
MANILA	SOURABAYA
SAMARANG	BOMBAY
CALCUTTA	CANTON

London Bankers:—The London Joint City and Midland Bank, Ltd.
Every description of Banking and Exchange business transacted. Loans granted on approved securities.
Interest allowed on Current Deposit Accounts at the rate of Two per cent. per annum, on Savings Accounts Four per cent. per annum, and on Fixed Deposits at the following rates:—
For 3 months at the rate of 3 per cent. per annum
For 6 months at the rate of 4 per cent. per annum
For 12 months at the rate of 5 per cent. per annum

KAN TONG PO,
Chief Manager.

Hongkong, February 26th, 1923. [34

THE YOKOHAMA SPECIE BANK, LIMITED.

Capital (fully paid-up) .....Yen 100,000,000
Reserve Fund .....Yen 73,000,000

HEAD OFFICE: YOKOHAMA.
Branches and Agencies at

Batavia	Kobe	Soerabaya
Bombay	London	Rangoon
Buenos Ayres	Lyons	San Francisco
Calcutta	Los Angeles	Seattle
Changchun	Manila	Shanghai
Dairen (Dalny)	Nagasaki	Singapore
Fengtien (Mukden)	Nagoya	Shimonoseki
	Newchwang	Sydney
Hamburg	Osaka	Tientsin
Hankow	New York	Tokyo
Honolulu	Peking	Tsinanfu
Harbin	Rio de Janeiro	Tsingtau
Kai Yuen		Vladivostock

Interest allowed on Current Accounts.
Deposits received for fixed periods at rates to be obtained on application.

T. NISHIYAMA,
Manager.

Hongkong, 17th Sept., 1923. [39

NEDERLANDSCHE HANDEL MAATSCHAPPIJ.
(Netherlands Trading Society.)

Established 1824.

A. Capital	F. 100,000,000	£8,333,333
Paid-up Capital ...	F. 80,000,000	£6,666,666
Reserve Fund	F. 19,769,180	£1,647,431
Special Reserve ...	F. 22,660,000	£1,888,333

Head Office:—Amsterdam.
Branches at
The Hague:—Rotterdam.
Head Agency:—Batavia.

BRANCHES:—

Bandjeomasin	Macassar	Shanghai
Bandoeng	Medan	Singapore
Bombay	Padang	Soerabaia
Calcutta	Palembang	Soerakarta
Cheribon	Pecalongar	(Solo)
Djembor	Penang	Tegal
Djokjakarta	Pontianak	Tjilatjap
Kobe	Rangoon	Weltevreden.
Kota-Radja	Samarang	

Correspondence at Colombo, Madras, Pondicherry, Bangkok, Saigon, Haiphong, Hanoi, Amoy, Yokohama, Melbourne, Sydney, New York, San Francisco., etc., etc.

London Bankers:—The National Provincial and Union Bank of England, Ltd.

The Bank buys and sells and receives for collection Bills of Exchange, issues letters of credit on its Branches and correspondents in the East, on the Continent, in Great Britain, America and Australia, and transacts banking business of every description.

W. H. GROSKAMP,
Agent.

Hongkong, August 14th, 1923. [37

THE BANK OF CHINA.

中國銀行

(Specially authorized by Presidential Mandate of the Republic of China on the 22nd of November, 1917.)

Authorized Capital $60,000,000.00
Paid-up Capital 18,278,600.00
Reserve Funds 9,629,425.24

HEAD OFFICE:—PEKING.

HONGKONG BRANCH:—4, Queen's Road Central. Branches and sub-branches all over China, and Correspondents in Europe, America, and other parts of the world.

London Bankers:—The National Provincial and Union Bank of England, Ltd.
The Guaranty Trust Co. of New York.
New York Bankers—The Irving National Bank.
The Equitable Trust Co., New York.

Interest allowed on Current Account and Fixed Deposits. Terms on application.

Every description of Banking Business transacted.

Loans granted on approved securities.

Special facilities for Home Exchange.

TSUYEE PEI,
Manager.

Hongkong, September 8th, 1921. [39

THE INDUSTRIAL AND COMMERCIAL BANK, LTD.

Head Office:
York Building, Chater Road, Hongkong

Branches:
Shanghai.—51, Kiangse Road.
Hankow.—British Concession.

Correspondents in:
London, New York, Chicago, San Francisco, Vancouver, B.C., Honolulu, Singapore, Penang, Tientsin, Swatow, Macao, Canton and all Commercial centres of China and abroad.

PROMPT SERVICE.
Attractive rates for all kinds of Deposits enquiries are welcomed.

TSE MAI
Manager.

1989

THE CHINESE MERCHANTS BANK, LTD.

華商銀行有限公司

HEAD OFFICE:
Alexandra Buildings, Chater Road.

GENERAL Banking and Exchange business transacted.

Loans granted on approved securities.

Current Accounts opened and Fixed Deposits received at rates which may be ascertained on application.

The Bank also conducts a Savings Department.

K. U. LAU,
Chief Manager.

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